Vol. XLII, No. 7226.

號十三月九年六十八百八千一英

tablished February, 1845. HONGKONG, THURSDAY, EPTEMBER 30, 1886.

MOUNTAINS, by C. E. Craddock.

MANTEVERER'S MILLIONS, by T. Wemyss

KORTI TO KHARTOUM, by Col. Sir Charles

SUNDERED HEARTS, by Annie L. Swan.

UNDER CURRENTS, by Arthur Goddard.

A Big Assortment of 40-cent NOVELS

Goodfellow's READY CALCULATOR.

Hayell's Annual Cyclopadia,

Annadale's Concise Diorionary.

Glenny's GARDENING AT A GLANCE.

Ancient and Modern HYMN BOOKS.

REVISED TESTAMENT and BIBLE.

PRAYER BOOKS (very small, for the pocket).

PSALMS and HYMNS FOR DIVINE WORSHIP.

LANE, CRAWFORD & Co.

Proprietors.

Anderson's MERCANTILE LETTERS.

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HIDDEN DEPTHS, by W. S. Allen.

W. Wilson.

Sailor's POCKET BOOK.

A FALLEN IDOL, by F. Austey.

THE BLUE VEIL, by Du Boisgobey.

Business Notices.

Price, \$2 PER MONTH.

Notice of Firm.

AGENTS FOR THE OHINA MAIL. LONDON: -F. ALGAB, 11 & 12, Clement's

Lane, Lombard Street, E. C. GEORGE STREET & Co., 30, Cornhill. GORDON & Goton, Ludgate Circus, E.C. BATES HENDY & Co., 37, Walbrook, E.C. SAMUEL DEACON, & Co., 150 & 154,

PARIS AND EUROPE :- AMEDEI PRINCE | CALDWELL & WILKINSON. & Co. 36, Rue Lafayette, Paris. NEW YORK :-- ANDREW WIND, 21, Park

SAN FRANCISCO and American Ports generally: -BEAN & BLACK, San Fran- 1860 AUSTRALIA, TASMANIA, AND NEW ZEALAND: -Gordon & Goron, Mel-

hourne and Sydney. CEYLON :- W. M. SMITH & Co., THE HONGKONG, CANTON AND MACAO APOTHEGARIES Co., Colombo. SINGAPORE, STRAITS, &c. :- SAYLE & Co., Square, Singapore. C. Heinszen & Co., Manila.

CHINA :- Macao, F. A. DE CRUZ. Swatote, Queton & Co. Amoy, Wilson, LANE, OLIWFORD & Co., and KELLY and MACAO at 9 p.m. & Co.

Banks.

NOTICE.

TOULES OF THE HONGKONG SAVINGS' BANK. 1.—The business of the above Bank will be conducted by the Hongkong and

premises in Hongkong. Business hours 2.—Sums less than \$1, or more than \$250 at one time will not be received. No

Shanghai Banking Corporation, on their

depositor may deposit more than \$2,500 in any one year. 3. - Depositors in the Savings' Bank having \$100 or more at their credit may at Hongkong and Shanghai Banking Cor-

poration on fixed deposit for 12 months at 5 per cent. per annum interest. 4.—Interest at the rate of 35 per cent. per annum will be allowed to depositors on

their daily balances. 5.—Each Depositor will be supplied gratis with a Pass-Book which must be prosented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

the Bank if marked On Hongkong Savings' Bank Business is forwarded free by the various British Post Offices in Hongkong and Chica. 7. - Withdrawals may be made on demand

but the personal attendance of the depositor or his duly appointed agent and the production of his Pass-Book For the

Hongrong & Shangrai Banking CORPORATION. JOHN WALTER. Acting Chief Manager.

THE NEW ORIENTAL BANK

CORPORATION, LIMITED.

AUTHORISED CAPITAL£2,000,000 PAID-UP.....£ 500,000

REGISTERED OFFICE. 40, THEBADNEEDLE STREET, LONDON.

BRANCHES: In India, China, Japan and the Colonies. THE Bank RECEIVES Money on Deposit buys and sells Bills of Exchange, issues Letters of Credit, forwards Bills for

Collection, and transacts Banking and Agency Business generally on terms to be had on application. Interest allowed on Deposits :-Fixed for 12 months, 5 per cent. per annum

On Current Deposit Accounts 2 per cent per annum on the daily balance.

APPROVED CLAIMS on the ORIENTAL BANK CORPORATION, in Liquidation, or the Balances of such Ulaims purchased on advantageous terms.

HE NATIONAL LIFE ASSURANCE SOCIETY. H. A. HERBERT, Manager.

Hongkong Branch. Hengkong, May 31, 1886. HONGKONG & SHANGHAI BANKING CORPORATION.

RESERVE FOND,.....\$4,500,000 RESERVE FOR EQUALIZATION] OF DIVIDENDS..... RESERVE LIABILITY OF PRO- 87,500,000 PRIETORS.....

COURT OF DIRECTORS. Chairman-A. McIver, Esq. Deputy Chairman-M. GROTE, Esq. Hon. J. Bell Inving. H. Hoppius, Esq. C.D. BOTTOMLEY, Esq. E. H. M. HUNTING-W. H. F. DARBY, Esq. Ton, Esq. H. L. DALKYMPLE, Hon. A. P. McEwen. Hon. F. D. SABSOON.

CHIEF MANAGER. Hongkong, THOMAS JACKSON, Esq. teting Chief Manager-Joun Walten, Esq. MANAGEE. Shanghai,......Ewen Cameron, Esq. LONDON BANKERS. - London and County

HONGKONG. INTEREST ALLOWED. N Current Deposit Account at the rate

of 2 per cont. per annum on the daily balance. On Fixed Deposits :-For 3 months, 8 per cent. per annum.

n 4 per cent. n n 5 per cont. " LOCAL BILLS DISCOUNTED.

Orelits granted on approved Securities. and every description of Banking and Exchange business transacted. Drafts granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan. JOHN WALTER.

Acting Chief Manager. Hongkong, August 28, 1886.

SNOTICE.

TR. CHARLES DAVID WILKINSON,

Solicitor, Joins me in Co-Partnersuip from this date, and our Business will in future be carried on under the Style of

Hongkong, 28th September, 1886. DANIEL E. CALDWELL, Solicitor. 50, Queen's Road.

Intimations.

STEAMBOAT COMPANY, LIMITED.

EXCURSION TO MACAO.

NICHOLLS & Co. Foochow, HEDGE & MHE HONAM will make a TRIP to Stranger, Lane, Chawford & MACAO and Back on SUNDAY, the On., and KELLY & WALSE. Yokohama, 3rd October, leaving Hongkong at 9 a.m., First Class Fare to Macao and back, \$2. No Second Class or Single Fares. Chinese

Servants, 50 Cents each way. No Chits vill be taken. Refreshments will be supplied on Board, but no Meals.

By Order, T. ARNOLD.

Secretary. Hongkong, September 27, 1886. 1863

CHAS. J. GAUPP & Co., on wook-days, 10 to 3 : Saturdays, 10 | Chronometer, Watch & Clock Makers, Jewellers, Gold & Silversmiths. TAUTICAL SCIENTIFIC AND METEOROLOGICAL

INSTRUMENTS. VOIGTLANDER'S CELEBRATED BINOCULARS AND TELESCOPES. their option transfer the same to the RITCHIE'S LIQUID AND OTHER COMPASSES. ADMIRALTY & IMBAY CHARTS.

> NAUTICAL BOOKS. English Silver & Electro-Plated Ware Christofic & Co.'s ELECTRO-PLATED WAR GOLD & SILVER JEWELLERY.

> > in great variety. DIAMONDS

DIAMOND JEWELLERY. A Splendid Collection of the Latest London PATTERNS, at very moderate prices, 742

THE HONGKONG AND KOWLOON WHARF, GODOWN AND CARGO-BOAT COMPANY.

THE Company will receive STEAMERS and Salling Vessels alongside their Wharves at Kowloon, and Land, Ro-ship, and/or Store General Cargoes, Silk, OPIUM, COTTON, GRAIN OF MERCHANDISE in First-Class Granite Godowns at Cheap Rates. Also Coals in specially constructed Sheds. For the convenience of Commanders and Storers the Company's launch Hongkong will convey to and fro those interested Free or CHARGE, starting from the Pedder's Wharf EVERY HOUR from 6 a.m. to 5 p.m., and from the Wharf at Kowloon at the half-

For further Particulars, apply to W. KERFOOT HUGHES,

Agent, Pedder's Street.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

C HIPMASTERS and ENGINEERS are respectfully informed that, if upon their serival in this Harbour, NONE of the Company's FOREMEN should be at hand, Orders for REPAIRS if sent to the HEAD OFFICE, No. 14, Praya Central, will receive prompt attention.

In the Event of Complaints being found necessary. Communication with the Undersigned is requested, when immediate steps will be taken to rectify the cause of dis-

D. GILLIES,

Hougkong, August 25, 1885. UNION INSURANCE SOCIETY OF CANTON, LIGHTED.

ATOTICE is hereby given that the Ordinary Yearly MEETING of the the Report of the Directors, together with Statement of Accounts for the year 1885. and for the half-year ending 30th June,

The Transfer BOOKS of the Society will be CLOSED from the 23rd Instant to the 2nd Proximo, both days inclusive.

Hongkong, September 20, 1886. 181

DENTISTRY.

MODERATE FEES. MR. WONG TAI-FONG.

Surgeon Dentist,

Discount to missionaries and families. Solo Address 2, DUDDELL STREET, (Next to the New Oriental Bank.) Hongkong, January 12, 1885.

THE HoraL is now prepared to SUPPLY I PICNIC PARTIES, &c., with all REQUISITES on Moderate Terms.

A. FONSECA. Assistant Manager.

to RECEIVE CONSTANT SUPPLIES of Books. Selected from the Works of the Best Authors, as they are published.

JUST RECEIVED

THE HISTORY OF PENDENNIS, by Thackeray | THE PHOPHET OF THE GREAT SMOKEY (new cheap edition). OUR SENSATION NOVEL, by McCarthy. SNOOPING, by Charles E. Leland. JEEMES KAYNE, second series. UNDER THE RED FLAG, by Braddon. BAD TO BEAT, by Hawley Smart. STRUCK DOWN, by Hawley Smart. ALIETTE, by Octave Fenillet. MCLKA, by B. L. Farjeon.

A DRAMA IN MUSLIN, by George Moore. DELIGHTFUL THAMES, by E. F. Manning. CONTRIBUTIONS TO PUNCH, by Thackeray. MISCELLANEOUS ESSAYS AND SEETCHES, by On MARCH, by John Strange Winter. Thackeray. FIRST PERSON SINGULAR, by Christie Mur-

WE Two, by Edna Lyall.

THE GOLDEN DAYS, by Edna Lyall. THE VALLEY OF TEETOTUM TREES, by Phil. Robinson. OLIVER'S BRIDE, by Oliphant. . LOOSE REINS, by Wanda, IRELAND, by Andrew Reid. Gilbert's COMIC OPERAS. SOCIAL VIOLSSITUDES, by F. C. Phillip. A FIGHT FOR FORTUNE, by Du Boisgobey.

Hongkong, September 13, 1886.

Victoria Elotel, Praya and Queen's Road Central, Hongkong.

A TERRIBLE COWARD, by G. Molville Fenn. THE PARALLEL TESTAMENT.

THIS Extensive and well-appointed Establishment, situated in one of the most central and siry positions in the Colony and commanding a splendid view of almost the entire harbour and within five minutes' walk of the principal Government Offices (including the Post Office), Banks, &c., has recently been much enlarged and improved and is now one of the principal Hotels in the place. The ROOMS are spacious, well ventilated and have just been refurnished in a most comfortable and handsome manner, suited to the requirements of the Far East.

The Accommodation and Service of every kind will be found to be of the best description. An ample and varied TABLE D'HOTE is always provided and served in the spacious, large Dining Hall. The HOTEL also contains handsome and comfortable Reception, READING, BILLIARD

and Smoking Rooms. The HOTEL is unsurpassed for comfort, convenience and quick service. Continental languages are spoken. Messrs. DORABJEE & HING KEE,

Hongkong, September 16, 1885.

ADJOINING THE STAG HOTEL (NEXT DOOR).

MONSISTING OF A STOCK OF FANCY AND USEFUL ARTICLES. At . Cash Prices and for Cash only. WATCHES. MUSICAL INSTRUMENTS. TOBACCOS.

CIGARS ALBUMS. KNIVES LEATHER GOODS. CLOCKS, and a varied Stock of Fancy GOODS of all kinds.

BON MARCHE, next door to The STAG Hotel. Hongkong, September 8, 1886.

W. POWELL & Co. EX STEAMSHIP NESTOR.

NEW MATERIALS.

OVER 350 PIECES. PRICE from 15 CENTS per Yard.

W. POWELL & Co. Victoria Exchange, September 14, 1886.

CALL ATTENTION TO THE FOLLOWING VERY CHEAP COLLECTIONS OF

NEW VOCAL AND ONG FOLIO:—115 of the Newest and Most Popular Songs - - \$1.00 OCAL Forto :- A collection of 83 Modern Songs not found in the Original Song Folio - - - - - \$1.00 DANCE FOLIO, Vol. I & II :--- A collecof the Latest and Most Popular

Dance Music - - - - - 81.00 GALAXY OF Song :- A collection Late Popular Songs - - - - 81.00 WALTZ ALBUM :- 176 Pages of the very best Modern Waltzes - - \$1.00 Folio of Music:-New Waltzes, Polkas, Quadrilles and Dance Music \$1.00 Songs of England :- A collection of

INSTRUMENTAL MUSIC. SONGS OF WALES :- A collection of Sones of France :- A collection of the best French Songs with French GEMS OF ENGLISH SONG :- The best and most carefully compiled collec-

over 190 Old Standard British Songs \$1.00 | OPERATIO GEMS :- Beautiful Melodies SONGS OF SCOTLAND :-All the Old Favorite Scotch Songs - - - \$1.00 Hongkong, August 26, 1886.

Standard Welsh Songs - - - - \$1.00 and English Words - - - - 81.00 tion of Modern Songs published - \$2,50 SHOWER OF PEARLS :- The only good collection of Modern Vocal Duets

published - - - - - - \$2.50 GEMS OF THE DANCE :- A capital selection of Good Modern Dance Music \$2,50 | Small GEMS OF STRAUSS :- A selection of his best Waltzes - - - - 82.50 from the Most Popular Operas - \$2.50

ROBERT LANG & CO.

TO Meet the increasing requirements of our Business, we have leased the SHOP recently occupied by Mr. H. CAMPBELL, Hairdresser, and have opened up communication between it and our Original Premises.

In making this intimation to our Customers, we would also inform them that our NEW AUTUMN STOCK is now being shown, replete in all the latest Styles and Materials, and Purchasers may rely upon obtaining from us, only Goods that are new, and in good condition; all Stock that had deteriorated from any cause (FORMERLY ARTICLED APPRENTICE AND LAT- whatever having been Sold at Auction a few weeks ago, as we do AT the urgent request of his European not consider it to our advantage to keep old Stock from year to year.

As TAKEN THE OFFICE formerly oc-

From our practical knowledge of Tailoring, Shirt-making, and Gentlemen's Outfitting, to which we confine ourselves, we can ensure our Customers careful attention, good value, and punctuality in the fulfilment of orders.

Hongkong, September 16, 1886.

THE STRAITS INSURANCE COM-PANY, LIMITED.

THE Undersigned having been appointed Agants for the shove Company are prepared to GRANT POLICIES ON MARINE RISKS to all parts of the World, at current QUEEN FIRE INSURANCE COM-PANY.

THE Undersigned are prepared to accept Risks on First Class Godowns at per cent, net premium per annum.

Intimations.

NOTICE.

TERE will be a General MEETING the HONGKONG FOOTBALL OLUB 26.30 p.m. on FRIDAY NEXT, at the Violeta Recreation Club, to elect Officers for the ensuing Season and discuss matters bearing to the welfare of the Club.

All Members and Intendice Members are earliestly requester to ATTEND.

W. WMSON PIKE, Hon. zecretary. Hongkong, September 27, 184 THE HONGKONG FIRE INSURINCE COMPANY, LIMITED.

NOTICE is hereby given that an EX-TRAORDINARY General MEET. THE SEAMY SIDE OF FINANCE, by M. LEIDS-ING of the above-named Company will be held at the Registered Office of the Company, Pedder's Street, Victoria, in the Colony of Hongkong, on WEDNESDAY the 13th day of October, 1886, at 12 of the Clock, Noon, when the subjoined Rosolution, which was passed at the Extraordinary General Meeting of the Company held on the 20th day of September, 1886, will be submitted for Confirmation as a Special CHEAP DICTIONARIES, from 25 cents each. Resolution.

RESOLUTION. That Article No. 17 in the Articles o Association be altered by climinatin therefrom the figures \$100,000 where they appear twice therein and substituting for such figures, the figures \$150,000.

JARDINE, MATHESON & Co., General Managers. Dated 20th day of September, 1886. 1809

GRIFFITH'S VIEWS OF HONGKONG

NOW READY, 1, DUDDELL STREET. GRIFFITH & Co.,

MANUFACTURERS LONDON ÆRATED WATERS 1. DUDDELL STREET.

Continue to Supply: WATER. LEMONADE, Tomo GINGERADE, RASPBERRYADE, SELTZER ARSAPARILLA II &0., &c., &c. At the same Moderate Charges.

Hongkong, June 9, 1885. To Let.

> TO LET. FIVE-ROOMED HOUSE at the PEAK

Good TENNIS GROUND attached. Apply to DENNYS & MOSSOP,

TO LET. TOOMS in 'College Chambers.'

Nos. 7 and 9, Seymour Terrace. No. 16, HOLLYWOOD ROAD. Apply to DAVID SASSOON, SONS & Co.

Hongkong, January 28, 1886.

Hongkong, September 28, 1886. TO LET. TAROM the 1st September next, the Com-

modious PREMISES known as the P. & O. OLD OFFICES, lately in the occupation of the HONGKONG & SHANGHAI BANK-ING CORPORATION. For further Particulars, apply to the

Undersigned. E. L. WOODIN, Acting Superintendent. Hongkong, August 21, 1886.

TO BE LET.

DROM the First of November, THE NEW PREMISES, BANK BUILDINGS, immediately opposite the Horokovo Horel's Main Entrance. On the Ground Floor Two Handsome Plate-Glass SHOP Frontages each of 40 feet, and on the Second Floor a Suite of 2 large and airy Rooms.

BREEZY POINT, ROBINSON ROAD.

With Immediate Possession. GODOWNS at WEST POINT-Large and

COAL STORAGE. BISNEE VILLA, PORFOLOM.

Apply to SHARP & Co.

Hongkong, September 28, 1886.

Shipping.

Steamers. FOR SINGAPORE, HAVRE AND 4th October

HAMBURG, VIA SUEZ CANAL, (Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTER-DAM, LONDON, LIVERPOOL and BREMEN.) The Steamship

The Steamship

Polyhymnia,
Captain F. Nacel, will
be despatched for the above Ports on THURSDAY, the 7th October, at Daylight. For Freight or Passage, apply to

Agends. Hongkong, September 27, 1886. UNION LINE.

FOR KOBE AND YOKOHAMA. Captain Logan, will be despatched for the above the 7th October, s' The Steamship

Agenta. Hongkong, Septembe r29, 1886,

日三初月九年戌丙 Shipping.

Steamers.

FOR SHANGHAI. The Steamship Captain WM. Ports, will be despatched for the

above Port on-FRIDAY, the 1st October, at 4 p.m. For Freight or Passage, apply to SIEMSSEN & Co.

Hongkong, September 28, 1886. AUSTRO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBLY, ADEN, SUEZ, PORT SAID, BRINDISI AND TRIESTE (Taking Cargo at through rates to CAL-CUTTA, MADRAS, PERSIAN GULF, BLACK SEA, LEVANT and ADRIATIC PORTS.)

The Co.'s Steamship Vorwaerts. Capt. P. RADONICIOH, will be despatched as above on SATURDAY, the 2nd October, at Noon. For further Particulars, regarding Freight and Passage, apply to the Agency of the Company, Praya Central.

O. BACHRACH, Agent. Hongkong, September 17, 1886.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

for CHEFOO, TIENTSIN, NEW-CHWANG, HANKOW and Ports on the YANGTSZE.) The Co.'s Steamship

despatched us above on SATURDAY, the 2nd October, at 4 p.m. For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, September 28, 1886. THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA VIA AMOY.

Capt. McCasun, will be despatched for the above Ports on SATURDAY, the 2nd October, at For Freight or Passage, apply to

RUSSELL & Co., General Managers. Hongkong, September 29, 1886.

Nestor,
Capt. Thompson, will be despatched as above The Co.'s Steamship

BUTTERFIELD & SWIRE, Agents. Hongkong, September 28, 1885.

FOR LONDON AND HAMBURG. The Steamship Breconshire, W. WARING, Commander, will be despatched for

Hongkong, September 21, 1886.

UNITED COMPANIES. STEAM FOR SINGAPORE, PENANG, COLOMBO. BOMBAY, ADEN, PORT SAID, NAPLES, LEGHORN, GENOA, AND

MARSEILLES. (Taking Cargo at through rates to all MEDI-TERRANEAN & LEVANTINE PORTS, ODESSA & ALEXANDRIA and also to NEW YORK & BUENOS

will be despatched The Steamers have splendid Accommodation for Passengers and carry a Doctor and Stewardess.

For further Particulars regarding Freight

Hougkong, September 23, 1886. 1830 THE GIBB LINE OF STEAMERS.

FOR SYDNEY (DIRECT) AND

MELBOURNE. (Taking through Cargo for ADELAIDE TASMANIA and NEW ZEALAND.)

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Managers.

Hongkong, September 27, 1886,

Shipping.

Steamers.

STEAM TO SHANGHAL The P. & O. S. N. Co.'s Steamship

will leave for the above place about 24 hours after her arrival with the outward English Mails. E. L. WOODIN. Acting Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, September 27, 1886.

Sailing Vessels.

FOR NEW YORK. The American Barque Annie W. Weston, Duncan, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to RUSSELL & Co. Hongkong, September 13, 1886.

FOR SAN FRANCISCO. The 100 A.1. American Ship T. F. Oakes. CLIFF, Master, will load here for the above Port, and will

RUSSELL & Co.

Notices to Consignees.

GERMAN BARQUE PAPA, Captain C. L. HENNE, FROM HAMBURG. CONSIGNEES of Cargo by the above Vessel are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods from alongside.

and expense. SIEMSSEN & Co., Hongkong, September 25, 1886.

THE BRITISH BARQUE ANTOINETTE. MONSIGNEES of Cargo by the abovenamed Vessel are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and to take

FROM LONDON.

Cargo impoding the discharge of the Vessel will be landed and stored at Consigness' risk and expense. MELOHERS & Co.

FROM CALCUTTA, PENANG AND SINGAPORE.

from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate Cargo impeding the discharge will be at once landed and stored at Consignees' risk and expense, and no Fire Insurance will be

will be entertained after the 28th Instant. DAVID SASSOON, SONS & Co.,

Consignees are hereby informed that all

Claims must be made immediately, as none

Insurances.

OFFICE, LIMITED. (OF CALCUTTA).

Policies on MARINE RISKS at GIBB, LIVINGSTON & Co., Hongkong, September 27, 1885. - 1848

NEW ASSURANCES. TROM 1850 to 1855... £2,492,988. 1855 n 1860 ... 2,815,455. 1860 # 1865.... 1870 .. 1875... 6,048,364. 1875 n 1880 ... 6,193,186

above on MONDAY, the lions Sterling have already been paid in DEATH CLAIMS. PREMIUMS IN CHINA EXCEPTIONALLY MODERATE.

For full Particulars, apply to THE BORNEO COMPANY, LIMITED,

(FIRE AND LIFE.) CAPITAL, -TWO MILLIONS STERLING.

Buildings or on Goods stored therein, on Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions Proposals for Life Assurances will be seceived, and transmitted to the Directors.

For Rates of Premiums, forms of pro-ARNHOLD, KARBERG & Co.,

Agents, Hongkong & Canton. Hongkong, January 4, 1867.

for their decision. If required, protection will be granted on first class Lives up to £1000 on a Single

posals or any other information, apply to

6.—Correspondence as to the business of

Hongkong, February 17, 1886. NOTICE.

Secretary.

NOTICE TO SHAREHOLDERS. SHAREHOLDERS of the Society will be held at its HEAD OFFICE, Hongkong, on SATURDAY, the 2nd Proximo, at o'Clock, Noon, for the purpose of receiving

By Order of the Board, N. J. EDE, Secretary.

FIRST CLASS WORKMANSHIP.

cupied by Dr. Rooms. No. 2, DUDDELL STREET. CONSULTATION FREE

HONGKONG HOTEL

ARNHOLD, KARBERG & Co. Hongkong, November 5, 1883.

NOTICE.

NORTON & Co., Agents. Hongkong, May 19, 1881.

For Freight or Passage, apply to

BUSSELL & Co.,

SIEMSSEN & Co.,

FOR SHANGHAI VIA SWATOW, (Taking Cargo and Pussengers at through rates

Capt Bremner, will b

The Co.'s Steamship Diamante.

OCEAN STRAMSHIP COMPANY. FOR LONDON VIA SUEZ CANAL

SATURDAY, the 2nd October, For Freight or Passage, apply to

SHIRE LINE OF STEAMERS.

above Ports on or about the 2nd October. For Freight or Passage, apply to ADAMSON, BELL & Co.,

NAVIGAZIONE GENERALE Current Rates. ITALIANA FLORIO & RUBATTINO

AYRES (MONTEVIDEO.) The Co.'s Steamship

CARLOWITZ & Co., Agents.

and Passage, apply to

The British Steamship

Pathan,

Captain Rowley, due

on the 29th Inst., with part Cargo from Japan and Foodbow, will be despatched as above on TUESDAY, the 5th Proximo, at 4 p.m. The Steamer has excellent Accommodation for First-class Passengers.

have quick despatch. 🖈 For Freight, apply to

Hongkong, September 6, 1886.

Cargo impeding the discharge will be at once landed and stored at Consigness' risk

Hongkong, September 25, 1886. NOTICE TO CONSIGNEES

immediate delivery of their Goods.

THE Steamship Japan having arrived delivery of their Goods from alongside.

Hongkong, September 24, 1888.

THE AMICABLE INSURANCE

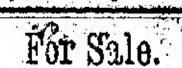
STANDARD LIFE OFFICE,

TITHE Undersigned are prepared to GRANT

Since 1880 there is a still further in-The Total existing Assurances exceed £20,000,000, while upwards of Eleven Mil-

Hongrong, June 1, 1886. LANCASHIRE INSURANCE COMPANY.

THE Undersigned are prepared to grant Policies against the Risk of FIRE on



MacEWEN, FRICKEL & Co. VICTORIA EXCHANGE, QUEEN'S ROAD CENTRAL.

STORES.

EX AMERICAN MAIL STEAMER. Smoked HAMS.

Golden SYRUP in Gallon Tins. g Assorted SYRUPS. OUTTING'S Table FRUITS.

ASPARAGUS. Queen OLIVES. Sausago MEAT. CAVIAR. Potted MEATS.

MACKEREL in 6th Tins. Eagle Brand MILK. Lamb's TONGUES. Green CORN.

> BRAWN. A LARGE ASSORTMENT

Baked BEANS.

GOOKING AND PARLOUR

STOVES.

WOFFLE IRONS CHARCOAL IRONS. KEROSINE LAMPS. NONPAREIL KEROSINE OIL.

WINES, &c.

SPARKLING SAUMUR, Pts. & Qts. @ CUP CHAMPAGNE, Pts. & Qts. @ \$12

SACCONE'S SHERRY. SACCONE'S INVALID PORT. ROYAL GLENDEE WHISKY. JAMESON'S WHISKY. OLD BOURBON WHISKY HEERING'S CHERRY CORDIAL. ASSORTED LEQUEURS. DRAUGHT, ALE and PORTER.

THE USUAL ASSORTMENT

OILMAN'S STORES.

Lowest Possible Prices FOR CASH.

Machwen, Frickel & Co. Hongkong, July 1, 1886.

FOR SALE. ULES MUMM CHAMPAGNE. Quarts......\$20 per Case of 1 doz. Dubos Frères & de Gernon & Co.'s BORDEAUX CLARETS AND

WHITE WINES. Baxter's Colebrated 'Barloy Bree' WHISKY, -\$77 per Case of 1 doz. GIBB. LIVINGSTON & Co. Hongkong, July 18, 1884.

Insurances.

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF His Majesty King George The First, A. D. 1720.

THE Undersigned having been appointed

Agents for the above Corporation are prepared to grant Insurances as follows :-Marine Department. Policies at current rates, payable either here, in London, or at the principal Ports of India, China and Australia.

Fire Department. Policies issued for long or short periods at

Life Department. *Policies issued for sums not exceeding £5.000 at reduced rates. HOLLIDAY, WISE & Co.

Hougkong, July 25, 1872. NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

ITHE Undersigned, Agents of the above Company, are authorized to Insure against FIRE at Current Rates.

GILMAN & Co. Hongkong, January 1, 1882.

Not Responsible for Debts.

Aleither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbours Annie H. Smrth, American ship, Capt. R. B. Brown.—Arnhold, Karberg & Co. ANTIOCH, American barque, Capt. H. J. Hemingway. - Arnhold, Karberg & Co. BILLY SIMPSON, British barque, Capt. F. A. Brown.-Captain. Borvio, Norwegian barque, Captain Ch. Henriksen. - Melchers & Co. GALATEA, British ship, Captain William Colville.—Borneo Co., Ltd. GRANDEE, American ship, Captain T. H. Evans, -Melchers & Co. HARVESTER, American ship, Captain Wm. Taylor, -Order.

HYDRA, German barque, Capt. C. Binge. Siemasen & Co. JOHN FRAHEY, British ship, Capt. Thos. Ryan. - Messageries Marifimes. Penoescor, American barque, Capt. O.

G. Eston. -Adamson, Bell & Co. RIBSTON, British barque, Captain Jas. Neave. - Jardine, Matheson & Co. SARAH HIGNETT, American ship, Capt. A. Morgan. - Ed. Scdelihas & Co. SPINAWAY, British barquentine, Captain Fletscher, Mrs and Miss Fletschell Mrs James Garrick. - Siemssen & Co.

To-day's Advertisements

NOTICE. COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT POSTE FRANCAIS.

The Co.'s Steamship KOBE and YOKOHAMA TO-MORROW the 1st October, at Daylight. G. DE CHAMPEAUX.

Hongkong, September 30, 1886.

OCEAN STEAMSHIP COMPANY. FOR SHANGHAI VIA AMOY. (Taking Cargo & Passengers at through rates for NINGPO, CHEFOO, NEW-CHWANG, TIENTSIN, HANKOW and

Ports on the YANGTSZE.)

The Co.'s Steamship Captain Jackson, will be despatched as above on SATURDAY, the 2nd October, at Daylight. For Freight or Passage, apply to BUTTERFIELD & SWIRE

Hongkong, September 30, 1886

DOUGLAS STEAMSHIP COMPANY, FOR SWATOW, AMOY & FOOCHOW The Co.'s Steamship

Capt. GOLDARD, Will despatched for the above Ports on SUNDAY, the 3rd October, at For Freight or Passage, apply to DOUGLAS LAPRAIK & Co., . General Managers.

TO LET.

AT THE PEAK. FOUR-ROOMED HOUSE-FURNISHED

Hougkong, September 30, 1886.

for the mouth of October. Rent, \$65. 'X. Y., c/o. This Office. Hongkong, September 30, 1886.

STEAMSHIP DJEMNAH

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES

CONSIGNEES of Cargo from London, Antwerp, Havre and Bordeaux, ex S.S. Medoc, Romanul, President Leroy Lallier, in connection with the above Steamer, are hereby informed that their Goods -with the exception of Opium, sure and Valuables-are being landed and stored at their risk at the Company's

Godowns, whence delivery may be obtained numediately after landing. Optional Cargo will be forwarded on, unless intimation is received from the Consignees before Noon To-DAY (Thursday), request-

ing it to be landed here. Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after WED-NESDAY, the 6th October, at Noon, will be subject to rent, and landing charges at one

cent per package per diem. All Claims must be sent in to me on before Saturday, the 9th October, or they will not be recognised. No Fire Insurance has been effected

G. DE CHAMPEAUX,

Hongkong, September 30, 1886.

SHIPPING

ARRIVALS. September 29, 1886 :--

Benvenue, British steamer, 1,497, A. W. S. Thomson, London August 5, and Singapore Sept. 24, General.—GIBB, LIVINGSTON

German steamer, 1,700, Pr. Warnkes, Yokohama Soptember 20, and Nagasaki 25, Mails and General. - MEL-CHEES & CO.

Djemnah, French steamer, 3,755, Mace, Marseilles August 29, via Port Said, Suez Aden, Colombo, Singapore and Saigon Sept. 26. Mails & General - Messagentes Mani-

September 30:-Telamon, British steamer, 1,553, M. H F. Jackson, Liverpool and Singapore Sopt. 24. General.—BUTTERFIELD & SWIRE Diamante, British steamer, 514, A. A.

McCaslin, Manila September 27, General -Russell & Co. Duburg, German steamer, 921, C. F. Ber-

elsen, Singapore September 22, General. -BUN HIN CHAN. Kwang Lee, Chinese steamer, 1,508, R. Andrew, Shanghai September 26, and Swa-

tow 29, General. - O. M. S. N. Co. Gilsland, British steamer, from Whampos. Welle, German steamer, 395, Piper,

Pakhoi and Hoihow September 28, General. On demand. 14 -WIELER & Co. 30 days' sight. DEPARTURES. September 30:-On Paris— Soochow, for Hothow and Pakhot. On demand, ... Fokien, for Swatow. Activ, for Haiphong On New York— Yangtsé, for Europe. On demand. ... Wells, for Macao. Credits, 60 days' sight, Kwang Lee, for Whampon. On Bombay— Hengarry, for Singapore and London Fuelum, for Shanghai. On demand. Djemnah, for Shanghai. On Calcutta-Menzaleh, for Yokohana. On Shangha -CLEARED,

Rosamond, for Port Darwin and Sydney. PASSENGERS.

ARRIVED. Per Djemnah, for Hongkong : from Marseilles, Messrs Quei Han, T. Sjogren, E. Oberg, F. T. Oilon, Lin Tchin Taim and G. Fenwick; from Singapore, Messrs G. G. Uren, Ch. E. Furlong and Hart ; from Saigon, 148 Chinese. For Shanghai; from Marseilles, Messrs T. Giudicelli, Yang Tchong Ling, J. G. Accles, G. Girault, MONDAY, October 4 :-Kao Man and E Wildey : from Saigon Messrs de Marollas and Tampernal. For Yokohama : from Marseilles, Messrs Leharbier, Katsuso Nishimura, Joshimiura and J. Sibiodon. Per Benzemus, from Singapore, &c., 55 Per Stettin, from Yokohama, &c., Capt.

Morse, Miss Schoech, Messry Blosbam, von Dyke, Cohn, Joseph, Williams, and 14 Per Telamon, from Singapore, 121 Chi-

Per Diamante, from Manila, 51 Chinese. Per Duburg, from Singapore, 130 Chi-Per Kwang Lee, from Shanghai, &c., Miss Whittle, and 149 Chinese.

Devalution Por Yangise, from Hongkong: for Snigon, Messrs E. Geyer, Verlynde, Rev. Maillard, Rev. Chatron, and 18 Marine ; for Singapore, Mr R. Brasier; for Colombo, Capt. Golf, Mr Richardson, Mr and Mrs Webster; for Marseille, Messrs Thom and Strom. From Shanghai : for Marseilles, Rev. E Annelli, and Mr T. C. A. Holz. Fran Kobe: for Marseilles, Messrs Celestin mief-fry, R. White and P. Strachan From Yokohama: for Colombo, Mr Shrau Konen; for Marseilles, Mr E. Smith.

Per Djemah, for Shangkai from Hong-kong, Messra M. Chibour, Casenave, J. Lembke, C. Lange, D. Aubbay, Rev. Mr. G. Muller, and Mrs M. der; from Marseilles, Messra T. Giudice Y, Yang Tohong Ling, J. G. Accles, G. dirault, Kao Man and E. Wildey; from daigon, Mosses de Marelles and Tampy ne Per Menzaleh, for Yokohama : from

Honorong, Mr Yossi G ro; from Marseilles, Mesra Lobarbior, Katsuso Nishimura. Joshimiura and J. Sibiodon. Per Souchow, for Hoihow, 30 Chinese. Per Fokien, for Swatow, 100 Chinese. Per Activ, for Haiphoug, 15 Chinese. Per Glengerry, for Singapore, &c., 2 Europeans, and 632 Chinese.

Per Fushun, for Shanghai, 50 Chinese. Per Neckar, for Singapore, Messrs T. M. Cohen, T. Joseph, L. Neples, Nils Rusgaard, J. Nissen, A. Schmidt and C. May: for Southampton, Mr T. Marshall; for Trieste, Capt. and Mrs Fletscher, Mrs Morse and child, and Miss M. Schoock ; for Brindisi, Mr A. Korschelt. Per Resemend, for Sydney, &c., 12 Chi

SHIPPING REPORTS The British steamer Diamante reports Loft Manila September 27th, had fresh and strong N.E. winds, and heavy sea through-The Chinese steamer Kwang Lee reports:

POST OFFICE NOTICES. MAILS will close!—

Had fresh monsoon and fine weather.

For AMOY & SHANGHAL.— Per Telamon, at 5 p.m., on Friday, the For SHANGHAL.—

Per Gilsland, at 3.30 p.m., on Friday, the 1st October. Per Canton, at 3.30 p.m., on Saturday, the 2nd October. For SWATOW & "HANGHAL."

Per Canton, at 3.30 p.m., on Saturday, the 2nd October. FOR AMOY AND MANILA .-Per Diamante, at 4.30 p.m., on Saturday,

the 2nd October. For SWATOW, AMOY & FOOCHOW.--2nd October.

For SINGAPORE. -Per Polyhymnia, at 4.30 p.m., on Wedne day, the 6th October. KOBE AND YOKOHAMA.-

Per Travancore, at 3.30 p.m., en Thurs day, the 7th October. For NAGASAKI, KOBE & YOKOHAMA Per Thibet, at 2 p.m., on Friday, the 15th

WAILS BY THE GERMAN PACKET.— The German Contract Packet Neckar will be despatched on FRIDAY, the 1st October, with Mails for the United Kingdom, Europe and countries be-

&c., &c. The hours observed in closing the Mails &c., will be the same as in the case o the French Packet. Correspondence should be marked Pen GERMAN MAIL, or with the name of the

Settlements, Batavia, Burmah, Ceylon,

Packet. HOURS OF CLOSING THE FRENOH MAIL The following hours are observed in closing

Mails, &c., by the French Contract $\mathbf{Packet:}\mathbf{--}$ Day before departure,— P.M. -- Money Order Office closes Post Office closes, except the NIGHT Box, which is always open out of Office hours.

Day of departure,-A.M. -Post Office opens. A.M.—Registry of Letters ceases Posting of all printed matter and patterns ceases. . A.M. - Mails closed, except for Late

Late Fee of 10 cents until 11.30 A.M. - When the Post Office closes 11.40 A.M.—Late Letters may be posted

on beard the packet with Late Fee of 10 cents until time of departure.

Exchange. Hongkong, September 30. On London-4 months' sight; Documentary, 4 months' sight, 3/33 Credits, 4 months' sight, Wire, ... 2241 On demand, ... 225 On demand, ... 721 30 days' sight, ... 73 Gold Leaf, 100 fine 832:45 Sovereigns. ... \$6.06

General Memoranda. SATURDAY, October 2:-Noon.—Meeting of The Union Insurance

Society of Canton, Ltd., at its Head Office, Hongkong. SUNDAY, October 3 :-9 a.m. - Excursion trip by Honam to

9 p.m.-Meeting of Zetland Lodge. WEDNESDAY, October 6:-Goods per Steamer Diemnah unclaimed after Noon subject to rent and landing charges at 1 cent per package per diem. WEDNESDAY, October 19:-Noon.-Meeting of Shareholders of The MEMOS. FOR TO MORROW.

Shipping. __ Daylight .- Menzalch leaves for Koto &c. Noon, -German Mail leaves for Mamburg and Ports of Call. 4 p.m.—Gilsland leaves for Shanghai. Meeti S.

6.30 p.m. - Meeti-s of R.K. Football Club at the Witoria Recreation Club. wiscellaneous. Opening ficket Match-11 v. 22.

Fifteenth Volume of the CHINA REVIEW. ow Read

GARDEN SEEDS, SEASON 1886.

MOST OF OUR TALOWER AND VEGETABLE SEEDS

NOW READY FOR DELIVERY A Second Shipment is expected by

Speciality: in packets of six-named varieties. FINE SELECTED SEEDS.

EARLY STEAMER.

Price, \$1.00. A. S. Watson & Co., Limited HONGKONG. Hongkong, September 9, 1886.

MARRIAGE. On board the British steamship Airlie (Captain W. Ellis), in Hongkong Harbour, on the 30th Instant, by the Rev. Dr. Chalmers, EDMOND McLEOD, of Hongkong, to LILY INGRAM, of Melbourne, late passenger by the Airlie.

On the 22nd August, at Sydney, WILLIAM Forrest, aged 41, Manager of the Union Bank of Australia, and formerly Manager of the Chartered Bank of India, Australia, and China, Calcutta, ...

The publication of this issue commenced at 7.30 p.m.

The Jama Irail.

Hongrong, Thursday, september 30, 1886.

ALTHOUGH the Daily Press has renestedly assumed the role of anologist for the Executive, and while doing so has been led, perhaps unconscionsly, into rather dispuraging remarks concerning Per Thales, at 5 p.m., on Saturday, the the unofficial members of the Council and the community generally, our contemporary does not relish being remind-October.

ed of the fact. The term grievancemongers, objection to which we took the other day when applied by the Press to all who had complained of the Corgoboot Grievance, may have been inadvertently used; but when our contemporary of this morning-naturally somewhat nottled at having been driven into a position avowedly ahtagonistic to the unofficial members of Courcil, the Chamber of Commerce, and the mercantile community generally-seeks to explain away its words, the situation becomes yond, viá Brindisi; to the Straite umusing. The word grievance-mengers, we are now told, referred simply to India, Aden, Egypt, Malta, Gibraltar, the China Mail and its inspirers. Now. we have no desire whatever to be personal, when we say that the Daily Press has not unfrequently taken the side of the Government (let us say, of Sir George Bowen) when the community deliberately and intelligently took the opposite view. It was open to the editor so to do. But it is, to say the least of it, questionable teste on the part of a representative of public opinion to attempt to meet every criticism passed upon Government by dubbing it as 'an unreasoning attack on the Government.' The Hongkong community is intelligent enough to pass judgment upon the position assumed by this journal in matters of a public kind during the last few years; and if the fulsome flattery of Sir George Bowen, which in our morning contemporary was wont to take the place of intelligent criticism, be the alternative for our so-called innreasoning attacks, then 11.10 LM -Letters may be posted with we prefer the lutter. The principal duty of a public journal, especially in a Crown Colony, is to pass wholesome criticisms upon public men in official positions, and to represent the views of the community upon questions affecting the public interest. Accepting this therefore, as a reasonable interpretation of the inelegant term 'grievance-mon- pore for this port yesterday, and may be gers, there need be no hesitation in expected to arrive on the 6th October. taking the epithet to ourselves, especially as we are in such good company. To discover who were the so-called to hold the At Fresco Fets in aid of the 'grievance-mongers' or 'inspirers' of the Mail, a reference might have been made to the report of the Legislative; Council meeting of 4th November last. The remarks then made by Mr Ryrie (Chairman of the Chamber of Com-

representing that mercantile body) cer-

tainly did not favour the notion that

matter with a strong hand. Even the

Attorney General admitted that

grievance of that nature was one

that could not be too promptly

and too firmly dealt with. Rather than

do so, however, the matter was shelved

but the unofficial members distinctly

pointed out that it was the duty of the

Government to deal with the grievance at

suspect, is this, that the Attorney Gen-

eral did not relish the duty of dealing

Committee of this Council. To say, however, that the failure of this Committee proves that the grievance was a small one, or that the complaints were asserts—is not only inaccurate, homunfair to the entire recommend we repeat that the Government would lieve more fally paided their duty, and more satisfactorily met the demands made by the mercantile community, had they tenlt promptly and firmly with the real grievance which then existed, than they did by suggesting (through the Attorney General) the appointment of a Committee to consider and report It was, however, easier and probable fat that time) more politic to pass the subject on to a more convenient season and the easier alternative was adopted. The result of this action was, as already stated, that merchants set about doing for themselves what the Governmen seemed disinclined to do for them; and the Executive at that time will be to efface the native Cargo-boat industry from Hongkong several years sooner

TELEGRAMS.

(Via Southern Line.) THE POLICY OF FRANCE London, 28th September, 1884.

M. Freycinet has issued an address, in which he declares that France desires peace consistent with dignity, but that where French interests are concerned the ministry will act vigorously.

FRENCH NEWS.

(From 'Le Journal Officiel' of Cochin China.) Paris, 11th Sept. 1886. M. Herbette, minister plenipotentiary, director at the Foreign Affairs office, has been appointed ambassador for France at Berlin in place of M. de Courcel.

Paris, 17th Sept. 1886. The death of the Duke Decazes, late Min-

ster of Foreign Affairs, is announced. Vice-Admiral Peyron has just been appointed commander-in-chief of the evolution squadron.

Parts, 22nd Sept. 1886. M. de Lanessan will leave for Indo-China and Madagascar on a special mission on the 20th September 1886.

LOCAL AND GENERAL.

Passed Surz Canal. JUTWARD BOUND :- Oclombo, August 27 Amphitrite, Europa, 31 , Clyde, Sept 3; Hesperia, Krupp, 7; Titan, Benarty, Orion, 14; Ayamemnon, Pembrokeshire, Oxus, Teviot, Moray, 17 Diomed, Annam, 21; Bellerophor Gl-nearn, Sa'azie; Camelot, 28.

HOMEWARD BOUND :- Mosser, Laju, Sept. 3; Benulder, 7; Glenfruin, Lydia, 10; Jason, 14: Albany, 17: Descalion Glenariney, Iraouaddy, Menelaus, Patroclus, Oder, 28.

next American Mail, per the P M. S. S. Co.'s steamer City of Sydney. left Yokohams on Sunday, the 26th inst., at daylight, and may be expected here on or about Saturday, the 2nd

he next English Mail, per the P. Co.'s steamer Verona, left Singapore on Thursday, the 30th Sept., at 9 a.m. and may be expected here on or about Tuesday, the 5th Oct.

The China Shippers Mutual S. N. Co.'s steamship Chingwo, from London, left Singapore on the 26th inst, and may be expected here on or about the 2nd

The S. S. Wingsang, from Calcutta, left Singapore on the 27th instant, and may be expected here on or about the 3rd The Union Line steamer Dupuy de Lom

left Singapore on the 27th instant, and may be expected here on or about the he steamship. Angers, from Glasgow and Liverpool, left Singapore on the 28th inst., and may be expected here on or about the 4th prox.

London, left Singapore on the 29th inst., and may be expected here on about the 5th prox. Union Line steamer Claymore left Singapore on the 29th Sept., and may be expected to arrive here on or about the

The Glon Line steamer Glenfinlas, from

THE delivery of the French Mail was begun at 0.50 yesterday evening. The Mail was landed at 8.45.

6th October.

MESSES Russell & Co. inform us that the Union Line steamer Claymore left Singa WE are informed that it has been decided

Alice Memorial Hospital on Friday and Saturday, the 12th and 13th November. WE have received a pamphlet entitled 'The Law of Storms in the Eastern Seas by Dr W. Doberck, the Hongkong Government merce) and Mr Jackson (the member)

the grievance was a small one. Mr WE learn that the P. & O. steamer Verona Ryrie said - I find the evil is greater with the next English Mail, left Singapore than I anticipated.' It was clearly at 9 a.m. to-day (the 30th). She may stated by both speakers that it was the therefore be expected to arrive here on duty of the Government to deal with the Tuesday, the 5th Oct.

We would draw the attention of football players and athletes generally to the advertisement published in another column calling a general meeting of the Hongkong to the consideration of a Committee. Mr Football Club for to-morrow evening at Ryrie certainly proposed an inquiry, and 6.30. asked that the Registrar General be

empowered to deal with the grievance; A CHINESE shopkeeper named Chan Yau was- this morning charged before Mr Mitchell-Innes on a summons with assault. The French Government has renewed its make an agreement. The discharge of the once. The law was clearly shown to be ing and beating a boarding house runner contract with the Messageries Maritimes and the wind light. There was no difficulty defective, so that far greater reason existed named Choung Awong yesterday. No for the conveyance of the mails to the Far inlightening the ship. We worked from dayfor amending the law than for further evidence was taken, and the case was re- East with certain modifications. The Indo- in all about aix o'clock at night, sending the law than for further evidence was taken, and the case was re- East with certain modifications. The Indo- in all about 20 boats away. After we testing its probable effects. The truth, we manded until to-morrow at 2 p.m., defend- China line at present forms a total of 199, knocked off work the mate of the Partridge. ant being allowed out on bail in the sum of 566 marine leagues. The subvention is at was provided with a bed in the engineer's mess with the Guilds, and therefore he made \$500. A subposses was also issued for the the rate of 38f. So and the speed on different as the other officers. He had salt most,

move for the appointment of a small WE hear that General Fong has brobble speed to 111, 12 and 72 knots, and reduces feated by the rebels in Hairad, of disband- the subventi n to 32f. The existing fortare largely composed joined with the half- nightly service from Marseilles to Alexed soldiers me island and have been dis- andria, Aden, Colombo, Singapore, Saigon, of a petty nature—as the -/'ress again saving the peace of the island for some Bongkong, and Shanghai, is extended to

Ir has been wired from Aden, says the Comercio, that the Italian Opera Company, on board the Oxus, is expected to arrive at Singapore on the 5th October, whence they will embark on board the Salvadora for Manila. The company should therefore reach the latter place by the 14th or 15th October.

This morning an opium informer was smartly fined by Mr Mitchell-Innes for giving false evidence in a case in which a Jan. 7 next. respectable shop-keeper was charged with selling opium without a license, the fine Tus Home papers state that the Dutch imposed being \$50. This sharp sentence the final effect of the policy pursued by will be a lesson to opium informers to be more careful in giving false information.

A MARRIAGE was celebrated on board the than otherwise would have been the E. &A. Co.'s S.S. Airlie at 4 o'clock this. afternoon between Miss Lily Ingram of Melbourn, Victoria, late passenger by the 1st October, at 2 p.m., the All Comers' S. S. Airlis and Mr Edmond McLeod, of this city. The ceremony was performed and officers, the Band of the Northampton. by the Rev. Dr Chalmers in the presence of the Commander of the ship (who gave the bride away) and the officers and a few friends. After the knot was tied the usual toasts were proposed and responded to, and shortly after the happy couple left the ship amid showers of rice and congratulations. The Airlie and the Memuir were gaily dressed in bunting in honour of the

occasion. - Communicated. A TELEGRAM from Hanoi dated 9th September from the Resident General to the Governor of Cochin China gives more precise information than has yet been made public with regard to the attack on the French Commission by Chinese. It is as follows :- On the 19th August at the confluence of the Ngoi-nuiet of the Red River at 32 kilometres above Lacksi, a Chinese ambuscade formed of licensed regulars united with pirates on the Annamite bank fired point blank on the first junk with escort of the French Delegation Commission of Delimitation, killed two officers, five legionaries and wounded six sharpshooters. The operations of the Commission continue actively. - Paris and Pekin have authorised the delimitation on map.

THE race home between the German Mail

steamer Oder and the French Mail steamer Iraouaddy is evidently being maintained with spirit. From papers received la night we observe that both steamers Singapore about the same time on the 9th instant, and that they arrived in Colombo Mesers Wotton and Deacon, for the de within an hour or two of each other on the fendants. morning of the 14th instant. The Ceylon Observer says the Iraouaddy arrived unex- matter. pectedly and was to leave the same night at o'clock, while the Oder was to leave the Oder did not get away from Colombo Iraouaddy. A telegram states that both steamers had passed through the Suez Canal by the 28th instant, but it does not say whether they passed through on the same day or not. It is unlikely, however, considering the start which the Irnouaddy had of the Oder, that they can have done so. ODR London correspondent, writing on the 26th August, says: - Lord Rossbery during his period of office did so much and did it so well that, politics apart, many would like to see him back at bis old post again. hear that before he handed over his seals to salvors for what they had done. his successor he had instructed Sir John and have held a certificate for five years. Walsham to endeavour to get the consent I have been 15 years at sea. My last voyof the Chinese Government to open to British trade the whole course of the River west of Canton, and to permit a consular officer to reside at some large town high up the river. This would open to England the trade of the Shan States. Eastern Yunnan, and would also attract trade from Burmah and Siam. It is to be hoped that the report is true and that the desired concession may be obtained. The advantages to It seems that only the broad outlines

Hongkong would be very great. of the China Burmese dispute have yet been settled. The Marquie Tseng, who is now on his way to Englands from the Continent, will confer with the Government on the question when he arrives. He wil take home with him Lord Salisbury's views; and the matter will be finally settled at

A MEETING of the Legislative Council will be held to-morrow afternoon. The following are the Orders of the Day :--

1. The Honograble P. Rerie, pursuant to notice, to ask the following question;-Is it the intention of the Government to redeem the pledge given by the Attor-ney General to the Un-official Members Ordinance to supersede this temporary brought before the Council? 2. Third reading of the following Bills:-

Hongkong Fire Insurance Co., Ltd., the suggestion that Mr Kyrie should attendence of Dr Wharry.

portions 8 and 94 knot. The new contract and fresh soop in the morning. He had

Kobe and Yokohania; also the steamers run every twenty-eight days from Colonbo to Pondicherry, Madras, and Calcutta, and from Singapore to Batavia; and a new line is created to run every twenty-eight days from Adon to Kurraches and Bombay. Subject to the ratification of the new contract by the French Chambers, the extension of the Indo China line from Shanghai to Yokohama and the consequent abandonment of the present branch from Hongkong to Yokohama will take effect from

Government is making great efforts in roeruiting soldiers for the army in Acheen. The bounty money has been raised to 300

THE OPENING CRICKET MATCH. The opening Cricket Match of the season

By kind permission of Colonel Anderson shire Regiment will play on Saturday after-noon the 2nd October, when the match will

The following are the sides :--

Bramwell, Northamp- A. A. Lloyd, Northamp-D. Graham, Northamp-W. W. Pike, M.S. W. Bruce Robertser V. A. C. Hawkins

A. de C. Scanlan, M.S. A. Parkin, Northnapton c. P. Pedler, Northamp-A. B. H. Drew, Northamp Major W. Riddall, R.A. Captain Rumsey, R.A. H. M. Skene E. V. Smith, Northamp I. N. Thompson, M.S. I. Vickars, Northamp-C. D. Wilkinson

SUPREME COURT

IN ADMIRALTY. Before Sir George Phillippo, Chief Justice, and Capt. H. G. Thomsett, Nautical Assessor.)

Thursday, Sept. 30. GROUNDING OF THE DAFILA -ACTION

The hearing of the two actions, one raised y Messra Schomberg & Co., and the other y the owner and crow of the Partridge, now consolidated into one action, against the owner of the Dafila, for services to the vessel while oground in the Hainan Straits. was continued to day, Mr J. J. Francis, instructed by Mesers Sharp, Johnson and Stokes, appearing for the plaintiffs and the Acting Attorney General, instructed by

The following evidence given yesterday had to be held over, owing to preseure of

The Acting Attorney General said it was admitted that the Dafila had gone on the bank and that services had been rendered midnight. Information received on board by the Partridge and Mr Juddell, but it the Dj mnah, however, is to the effect that was maintained that these services were of the most ordinary kind, that they had been greatly exaggerated and that there until 22 hours after the departure of the was no risk to life or very little indeed. The only thing that Mr Judell did was to bring off some boats, and in doing so there was no risk. He and his coolies worked for about six hours and unloaded about 1800 bage. As far as the Partridge was concerned the defence would show that although she did tow the boats of the Dailla for a certain time, she ran no risk in doing so, that she then went to Hothow and that when she came back her services were not required. It would be shown that the services and work were very much exaggarated and he was sure when His Lord ship had considered all the circumstances the case and the principle which governed such matters, he would find that a very moderate sum was due to those

Capt Mooney said—I ama master mariner

age was from Bangkok to Hongkong. I left Bangkok on the 1st May with a full cargo of rice. The Dafila is 552 tons net, 874 gross, and 99 H.P. We grounded the 12th May. Before that we were zoing 3 knots an hour and had reversed the engines. My course was N.N.W. as soon as the vessel struck we let go any anchor and the lifeboat was sent out with warps and kedges. The lifeboat was drifted away W.N.W. by the force of the tide a d the pinnace was sent to tow her, but both boats were gradually drifted away. The Partridge then hove in sight and I asked them if they would spare me some coal. They only heisted the answering pennant but gave no direct answer. The Partridge then came close and signalled to them to take up my boats. I had sent before this the second engineer whom I asked to report that we were short of coal and to tell the Partridge to send lighters from Hoihow. The boats had put the anchor overboard and were gradually coming back. The Partridge went and picked up the boats going about a mile from where she was anchored. One of the boats got broken near the Partridge and went adrift. About 3.30 p.m., wondering what the Partridge was waiting for I monalled that she might go away: My two boats returned at 4.30 and 5.30. The Dafila during this time was very quiet, making no a ter, the wind being calm and no sea and the barometer steady. During the night the main donkey steam cock broke. It took about 10 or 12 hours to repair it. The ship was upright, of Council previous to the third reading Next day we were getting up steam and the of The Printers and Publishers Ordin | main steam pipe broke. I sent the mate ance, 1886, namely, that he would em- away in the morning of the 18th to Holhow body the English Newspaper Act in an toget lighters. In the afternoon of the 13th the ship began to make water, about 2 inches measure; if so, when will the Bill be anhour. During the 13th all day the weather continued fine and the barometer steady. About 4 o'clock in the morning the mate (a) The Supplementary Appropriation of the Partridge arrived with 4 or 5 lighters and more came afterwards. I saked him (b) The Appropriation Bill for 1867. What are you going to charge to lighten the What are you going to charge to lighten the ship, and he said he had no authority to cargo was commenced, the sea being calm

will commence punctually to-morrow, the taking the bat first

No. 7226.—SEPTEMBER 80, 1886.] fried ham, rice and fresh soup again in the | The Acting Attorney General-It is not had not picked us up we would have got Dafila began to make water during the the last elections so as to prevent such mo- cood to suspension from office in the regular | Buller is making a four of county Clare, afternoon and about the same for what a fair question. It may prejudice the witmight be called 'tea.' I was short of tea. ness when an enquiry is made. coffee, and bread. I had salt pork, beef, rice, fresh soup and tinned fresh most. I quiry, it may prejudice him here, and that had condensed water : my men suffered no is what I wish. privation. We slipped off the bank at 12.30 a.m. on the 5th. Some of the butts wished to put his coolies in the lighters. Captain Mooney (continuing)-I first best when she was sucked under. The board. It took above 31 hours to repair the I said he could do so if he wished, struck at Mu-fu point at nine o'cluck on crew were on board the Partridge. I got donkey engine. I entered the remarks in came alongside and the coolies were put on man reported the ship sinking. He never held amidships. I was sent to Heiliow board. Some of my sailors came to me and reported so to me. I cannot speak as to shortly after nine o'clock. I went in a because I found it on the log slip. asked if they could put their things on board entries to that effect in the engineer's log small fishing boat, which was cruising round second engineer wrote the log-slip. I was the lighter. I told them they could do so if books. I asked the Partridge if he could the ship. I did not see any other fishing asleep at the time. No one reported to they wished, but strongly advised them to spare ms coal. The words were 'Can you boats then. I arrived in Hoihow about me that the ship was sinking. My logwaynot the slightest danger. I distinctly told Mr Francis-There is an entry in the a light breeze. When I got to Heihow I the other papers. the steward not to put my clothes, but I ship's log book 'The boats drifted away, had went to the British Consul, who took me to afterwards found that he put some on board, to slip the anchor; as the boats were adrift Messrs Herton & Co. I saw there Mr Noodt. After Mr Forbes had got his coolies on board and could not reach the ship, signalled the He told me had sent some lighters and boilers' stays. Is that correct? the lighter, I think he turned in. I did not Partrilye to pick the boats up. Was the provisions out. I then went to the Harbour the bridge. If I had thought there was any Capt. Mooney-I cannot tell whether the I got to the latter place a little after ten gincer's slip. I showed the Captain the danger I would have tried to save the nau- anchor was dropped before we signalled or o'clock. I asked Mr Judell for coals. I state of affairs and he said there was no previous meeting Mr de Coriolis had com- down the annual revenue to about tical instruments and a considerable sum of not. The officer will be best able to say, had spoken to Mr Noodt about coal. He danger, ready money I had on board. The work of One of the heats was slightly damaged in said he did not know anything about coal. unloading began about 8 o'clock in the being let down. Another was smashed in When I spoke to Judell about coal he returned in the afternoon with Mr Judell is that the life boat was alongside the Par. two hours: When he returned he said he had no more evidence to bring. He would piece of unexpected information to the to a deficit of upwards of Rs. 7,50,000; morning in boats from Messrs Herton & Co. by the Partridge. It wont on till about noon. My chief mate | Mr Francis-The entry in the log-book about price then. He was absent for about and five or six boats. As soon as they tridge when she was smashed. Is that corcame we began to unload and continued till | rect? nine o'clock. Two of the lighters remained. I said there was no necessity. He said he had to answer for the lives of the coolies. I wished to put cargo into them, but he said he must attend first to the lives of the coolies. Mr Judell said he had spoken to my chief officer and was sending some coal and lighters. I also asked what he was going to charge. He said he was going on the same agreement as the other people. I said there was no agreement and he said he would not make by the tide as she lightened. When Mr There were four or five lighters in company any either. I told him I wished the ship Judell came on board we found that 300 with us, we got to the ship about four o'clock lightened sufficiently to get off the bank. tons were not sufficient. I never told Mr next afternoon. We had fine weather going was drawing about 16 feet on an even Judell that I wanted more boats than for out. The Dafila when we arrived was lying a letter dated the 3rd inst., sends full keel. I could go over the bank with 13 feet. | 150 tons. I would have to take out about 150 tons to lighten her from 16 feet to 131. I did not mention any quantity to Mr Judell. knew from my chief officer he had ordered lighters for 150 tons. He said he had speaking the truth. brought out 10 boats. I did not tell Mr Francis-Then, with this agreement him I wished the whole of my cargo that all boats for more than 150 tons were taken out. He told me he had brought | to be at his risk, do you think he would send boats for 150 tons according to instruct for more without your permission? tions: I do not recollect asking him for any other boats. Judell while on board ness, so did the Partridge. I gave him no told the interpreter where to tell the men order. The ship righting herself closed the to take out the rice. He had no trouble | butts that opened. In slipping off the bank with his coolies. They took out 1100 or | the ship strained and when she got affeat 1200 bags of rice and began work again she righted herself. I had cargo in my next afternoon. That morning the Dufila | cabin aft and it was rather too hot to sleep | was drawing 14 feet. The weather was still | there. fine and calm and the barometer steady. Judell took his dinner the first evening along with me in the chart room. He slept along with the officers in the messroom. He never complained to me about his treatment. About noon next day the lighter. and the captain of that vessel came on steward took part of my clothes although I first. It had drifted about 200 yards when Constitution granted by Her Majesty's to see if he could tow me off. I said certain that none of my nautical instruments That left two sailors on deck. We were was Secretary of State for the Colonies, I would not allow him to tow me off were put on board the lighter. The Chief about 3 miles from the ship. When we drop- met for the first time on April 19 last. The as I had heard from Mr Judell that the officer was on shore and his sextant was put Consul had telegraphed for a man-of-war, on board. I do not know if the second man Head. The warps we took with us are eight heads of departments who sit as The Osptain pressed me. Mr Judeil was officer's clothes were put on board. My remained in the life boat. The Partridge ex-officio members and four other Guvernnot present during the conversation. I chief officer had sounded many times on | was towing all three boats; the second en- ment officers, who are nominated by the was at no time disposed to allow the Cap- the bank. He did so in the afternoon of gineer, three or four firemen and the stew- Crown. These 12 officials are bound to tain of the Pertridge to tow me off. He | 15th and 16th when he came back from and were in the third. There should have | vote with the Government upon all remained on board about half an hour. Hollow. The second officer had done it When I declined all assistance he took Mr. before on the afternoon of the 13th . Forbes and the coolies out of the ship. I. Partridge had no difficulty in getting along- below when the Partridge came to anchor five private gentlemen nominated by the did not ask Mr Judell's advice. He is not | side of us. To lighten our ship from 16 feet | one I would ask advice from in nautical to 13 feet would take 360 tons. Partridge that the man-of-war had been away your mate you gave orders only for chors on the Dafila. The Dafila got into the Governor, and be dismissed if telegraphed for and that I was sure the 150 tons. vessel I saw in the distance was her. When the Albatross came I sent a boat on | that time. We were pumping water. board in charge of the Chief Officer to report to the Captain our position. The of Mr Judell as to whether you would em-" Albatross steamed round the opposite side ploy the Partridge! and in approaching us she grounded. He then hoisted signal 'Will you tow me off?' The Partridge went to tow her off. The affairs. Partridge pulled the Albatross for about 15 minutes not including the time it took to larly a nautical matter whether you took put the hawser on board. The Captain of the Albatross or the Partridge; it is more a the Albatross then came on board the Danila | matter of business. and asked what assistance he could render, saying he would do everything in his rice nor flour on board when I went aground. power to help me. I asked him for a I had no vegetables of any description aboard. kedge anchor and some lines and a The salt meat was not damaged. I had couple of boats; and we kedged off, tinned soup. I made use of about 61 tous We commenced moving out of the hole at of the water sent on board. I did not take teight o'clock. The weather was fine, we the remainder because I had not room for for 150 tons when you were in treaty with were drawing about 131 feet. There was it. Mr Duncan Forbes went into the about 15 feet on the bank. We commenced officers mess. I do not know whether he to kedge about 10 o'clock and we got her off slept or not. The coolies were making in 3 hours. The Albatross took the Dafila | such a noise it was difficult to sleep. in tow at eight o'clock next morning and not burn all the available wood work for we arrived in Hoihow about 2.80 p.m. It the donkey boiler. The engines were not was dead low water when the Albatross displaced by the strain of the vessel. touched. When Judell came on board he boiler had moved a little. It was this brought a chart and tide table. The tide | which caused the steam pipe to break. It table I cannot understand and do not un- was not bumping that caused the boiler to lighters. derstand yet. I did not require the chart, move, but the fact of the bottom being as I saw the Albatross coming up, and I had lixed on the sand. The engineer's report taken my position myself. I went on board | that the engines were working terribly and the Melita on the 14th. He had an Admir- the vessel bumping fearfully is not correct. alty chart on which I marked my position. The words do not express well the condition. We discharged the cargo at Holhow, I of the vessel. It is true that the water found the ship making no water. I wished | rose to 4 feet in the fore and aft hold. My to save the good cargo that was on the top. chief mate returned with Mr Judell on the I took between 9,000 and 10,000 piculs on | 15th. I signalled the Melita to take me in board again. Only the main steam pips tow, but we were drawing too much water was repaired in Holhow and that I got done for her to do so. At 5 p.m. on the 15th from Hongkong. We had very strong N.E. | there was still 3 feet of water in the ship. winds coming to Hongkong about St John's About 1,300 bags of rice were damaged Island. The only water she was making caused by the water that got in. The work was in the bunkhead; we did not damage of lightening was really superintended by any of the cargo. I never told Judell I my own men. thought my position was dangerous. Had | Ro-examined-The engineer reported to have thrown the cargo overboard and not inch. He did not tell me about the bunker | went aground foreward. I went to Messrs | very serious light, and it becomes a matter remained on the bank. This was the first plates springing fearfully. I went down exaggerated his services. He said that both | maining would have carried all hands.

To-day the following evidence was given. Captain Mooney examined by the Acting Attorney General said-I sent my first mate away in a fishing boat. There were a great many fishing boats in the Straits nearly all the time we were there. Some of them were decked boats, but the one l sent away my mate in was an open boat. As a rule the fishing boats there are open

the engine room there were nine employed | She was going about four knots. The en-

Mr Francis If it projudice him at an en-

The Chief Justice-I do not see what your question has to do with this case. Mr Francis-If a Captain is incapable of

Capt. Mooney-It is correct in a sense.

When I asked for lighters for 150 tons I thought that was sufficient to lighten her. That is equivalent to 1,800 bags. Before Mr Judell came we had got 3,000 bags out, and then she was not sufficiently lightened. Mr Francis-Then your first estimate was far out of it?

Capt. Mooney-It was right at the time. The vessel worked over the bank, pushed

Mr Francis—Is Mr Judell telling a falseget more boats? Capt. Mooney-I do not know. I am

was too much there? Capt Mooney-No.

Mr Francis-Mr Duncau Forbes says you

He said he had come down had forbidden him to do so. I am quite I left in the jolly boat to bring it back. letters patent when Sir Frederick Stanley

Capt. Mooney-That was sufficient at force of the other tide.

Mr Francis-You did not ask the advice

would be strange to ask him about nautical Mr Francis-I do not think it is particu-

Capt. Mooney—(continuing) I had neither

I thought the position dangerous I would me that the boiler had shifted about an time I had been in the Straits. I had no and saw it myself and saw them moving. large chart of them. The barometer all the | The chief officer did not consult me about time I was there was about 30. Mr Judell | the entries he made in his log book. That offered me 20 % of what he would get if I is his work. He was away when I signalled | had not informed the Cousul. spoke well for him in Court and I suppose to the Partridge. The two boats I had rein Hollow and Hongkong. The value of the have examined the bottom of the Dofila tions to his going. Partridge was about £22 per ton when since she was in dock. I have seen the new, and at that rate she would cost about butta. They apparently had opened and breakers on the bank before we struck. closed again. They had that appearance After the boots were towed back we housted

> asked for 150 tons to lighten here15 inches awell. I would have got off. By the Court - If it had come on to blow and put all anchors down and moored her certificate 12 months ago. He corroborated in the hole, and I think that would have the evidence of the two previous witnesses

been able to have kept her secure.

Captain Mooney—I decline to answer After that we did not drift. Then the shifting owing to the movement of the ship. ed by the greatest part of the community. explanation, and informing him that if the Parisides picked us up. If the Parisides The donkey engine still worked. The community had made its voice heard at raply was not satisfactory, he would pro-

back with the turn of the tide. We had no evening of the 13th. Forbes came on tions as the one before us being brought be- way. The Governor's organs severely con- where outrages are most frequent. wind, the sea was smooth. The Partridge board on the 14th at 4 o'clock, and the dis- fore this Council; but matters have under- demn Mr Clifford Lloyd for what they are towed our boats to the North side of the charge was begun at 5.30. We pulled down gone a change, and from being a majority pleased to term his attitude towards Sir passengers by the P. O. s.s. Bengal, which bank about a mile distant from the Dofila. | various parts of the ship to get fuel we have been brought down to a minority. I John Pope Hennessy, one of them going so left Malta yesterday. The life boat was smashed. The boat was for the donkey engines. I heard nobody know that I address myself to what I may call far as to say that the Lieutenaut-Governor drawn under the stern by the action of the say the ship was sinking. Mr Judell slept u packed majority, so far as the official ele- ought to have been suspended on the spot. propeller. The propeller did not hit the the first night alongside Mr Forbes in my ment of this Council is concerned; but in But he was surely justified in objecting to meets to morrow. A meeting of Deputies bout. That boat drifted away. I sent the room and the second night in the chart the name of my constituents I think it my the secret transmission to the Secretary of resolved to combine and avert the Russian sounded and founded 4 feet of water, which incapable of judging whether he is in dan- her they found her full of water, so they left her. There was no one on hoard this main steam pipe could not be repaired on

The coolies began to get troublesome when the eleventh. I thought it would have back to the Dafila at 4 p.m. The ship had my log book from day to day as things the ship slipped off the bank. I told been dangerous to anchor there and sent then a slight list. She was lying all right. occurred. him there was not the slightest danger. a boat to Hoihow. There would have During the night a small steam cock in the Mr Francis-There is an entry in your As Mr Forbes could not make the coolies in been a risk of pirates. We went aground engine room broke. The weather was fine book 15th May, 12.15 a.m.: Watchman the lighters hear him when he called, I sug- again at 3.45 a.m., on the 12th, but with a light breeze from the S.E. The reports vessel sinking, all hands got their gested the firing of a rifle to wake them up, got off shortly. It is not true that next morning the ship had altered her olothes on board, log books and ship's paand I fired three times. The best then after we stuck on the bank the watch- position and about five o'clock was only pers als. Is this statement correct?

> Master's and then to Messra Schomberg's. wrote these remarks from the second ensaid he would see about it. He said nothing | boats. could get 9 tons, for which the price would ask for an adjournment of the case to look Comcil. He said :be \$300. I said it was a most excraordinary over his notes, as he had not had the benefit price, but I gave him a bill for the amount. of a solictor. I said I wanted lighters for 150 tons. He I started to go to the vessel in the coal.

strong, and about 3.30 p.m., after going about five miles from Hoihow, Mr Judell returned. We started again about 10 o'clock in the evening both in the same boat. It was a boat that would carry 100 bags.

tank, the engine room, and in the fore Pope Hennessy and Mr Clifford Lloyd :hood when he says you gave authority to hold. The donkey pump was at work. As soon as I got on board I began work and British public, Parliament, and Her Macontinued till ten o'clock at night. The jesty's Government should be made aware boats went away as they were loaded. Mr of the existence of the seething political Judell slept in the chief engineer's berth. I | cauldron into which Sir John Hennessy has

on a mattress. All that Mr Judell did was ought, porhaps, to except the Imperia to write out chits for the boats of the Government, because, though much is con-Capt. Mooney-Yes. He wanted busi- quantity of bags. I went on board the Al- cealed on this side, the Colonial officials in batross when she arrived. We began to Downing-street have some idea of what is get the Dafila off about 7 o'clock in the going on; and the successive Secretaries of evening of the next day. She was then State who have held office since. Governor drawing 13 feet. The water in the pas. Hennessy was sent hither have not failed sage we crossed was 2½ fathoms deep. We to express their disapproval of many of his had no difficity in getting her off. The proceedings. I will first state the grounds to Hoihow and back in a fishing boat.

engineer's cabin, of which the whole of the cepted version of Sir John's reasons for gave orders to put all your clothes in the wood work had been torn away, including wishing to shelve the Lieutenant-Governor, the berth. It was the life bont with the if only for a few months. The reformed Capt. Mooney-That is not true. The second mate and four men that went off Council of Government, under the new ped the anchor we were going towards Hai- Council is constituted as follows :- There been a man in each boat, but there was no i questions, which are declared to be Goone in the boat that was smashed. I was vernment measures. There are and the boat drifted astern. After being Crown, who are 'expected to land sucked under by the propellor the bont drift- general support' upon Imperial questions, ed away with two warps. We had five an- and who may be suspended from office by a different position in the morning by the Secretary of State confirms the decree.

gineer's log book that the ship was striking | casting vote, and that brings the official

Capt. Mooney-No, I did not. I think it | strong list to port-about 10 degrees. When | by the people. we left Bangkok the ballast tank was empty. I did not ask Messrs Herton & Co. for called, met on April 19 his Excellency coals. Mr Noodt said he did not know any- made a long speech from the throne and thing about coal. The Consul took me to then retired. The Lieutenant-Governor see what lighters had been sent off. I had became president, and an address in reply no direction to go to any place. I went to was framed, to which an amendment was the Harbour Master, who told me he did moved by Sir Virgile Naz, expressive of not think I could get coal, but if coal were confidence in and approval of the Governor's to be got. Messre Schomberg & Co would

get it for me. agreement with Messrs Schomberg & Co.

Messra Herton & Oo for lighters? Witness-I had heard that the steam pipe was broken. I heard this from lighters that arrived. I got no orders from the Captain. It was when I came back after the unsuccessful attempt to get the ship that I gave the order for 150 tons.

The Witness-I thought we would re- of the proceedings, and published by auquire more lighters when the steam pipe thority. Mr Lloyd said :was broken. I might have said to Mr Judell she would require more lighters | lency's speech, and before I sit down I may than for 150 tons. I do not remember say that there may be possibly some difficulboard the lighter. I never thought the Excellency to the speech he has made. It was stated that the ship grounded on 31 have concluded that it is one which may been sent, and could not get any satisfac- my motion.

By the Assessor-We could not see of water. If I had been able on the day I against the vessel, there being a ground

Charles Menmuir said he was second mate on board the Dafila. He had been would have thrown the cargo overboard at sea eight years. He received a mate's as regards the main facts of the case. He John E. Morgan, chief mate of the Dafila said Mr Forbes slept on a bed on the floor said -I have held a master's certificate for of the engineers' mess-room. Witness' res-

Witness-I do not know. I entered it

Mr Francis -There is another entry here. Builers straining. Fearfully anxious about Witness-The boilers were straining.

ence with regard to the picking up of the

Mr Francis asked for an adjournment of

started to go to the vessel in the coal the coal the coal the coal the coal that anything which is I am also in a position to say that eight years of supplying all steel mile relighter. The tide was found to be too wished to look into the evidence. His Lordship granted an adjournment till in our debates. The answer that I gave was year. The truth is that even at the pre-Monday.

SIR JOHN POPE HENNESSY AT HIS OLD TRICKS.

HIS QUARREL WITH ME CLIFFORD LLOYD. A SECTION POLITICAL CAULDRON. The Times correspondent at St. Louis. in quietly affect. I found water in the after | particulars of the quarrel between Sir John 'It is time', says the writer, 'that the

think Mr Forbes was there too. He slept plunged this unhappy community. weather continued very fine all the time. upon which the Governor bases his accusa-Mr Francis-Was it not that the bumping I do not think I ran any danger in going | tions, as they appear in official documents. in order to show the frivolity of the Cross-examined-Mr Judell slept in the charges and next explain the generally ac-

Hence the Governor practically commands Mr Francis-It is mentioned in the en- 15 votes; he sits as president, and has a strength up to 16. Arrayed against this Witness-That is not correct. She had a force are ten independent members elected When this Reformed Council, as it

past administration. The amendment was objected to by four independent members Mr Francis-Why did you enter into an and several high Government officials re quested to be informed, in case of a vision, whether they could vote as they pleased. They would not have voted against the amendment, and they would not have voted for it, they would simply have abstained from voting at all. Clifford Lloyd want out to see the Governor; and the nature of the conference may gathered from the following extract from Mr Francis-And yet before this you the Lieutenant-Governor's speech in moving went yourself with Mr Judell and two the 'Address.' It is copied verbatim from the Government shorthand writer's report

This brings us almost through his Excelhaving said we would require to discharge ty as regards passing the motion I have all the cargo when I went back to the ship. | made; there may be some opposition to I found all my clothes had been put on this reply which we propose to vote to his ship was in danger. The log books and is so general in its nature, and it is so genscrap log books were examined by Mr | eral in its terms that the Government, hav-Francis and some discrepancies pointed out, ing fully considered the matter as a body, fathoms of water, and Mr Francis pointed accepted without any stretching of the conout that the ship was only drawing 16 feet. science on the part of any one in the Coun-Re-examined -- We made entries on sheets | cil. If there is, however, any opposition to of paper besides the scrap book. The depth | it, we have decided, on mature deliberation, of 31 fathoms was found amidships and we that we will consider that opposition in a Schomberg & Co. because I could not find of paramount importance that at least every from Messrs Herton how many boats had official vote should be recorded in favour of

tory answer about coals; and because they This was, to say the least, a queer beginning in a Council that was to freely record made it appear that I said exactly the its votes except in the case of measures reverse of what I really did say. If a Commission are to start on their return Government had occupied Port Lazareff in to go on the lighters. I raised no object which should be declared to be of Imperial report is to be taken as an official record journey as soon as they conveniently can import. Here was a hollow and what many and sent home to the Secretary of State as after the receipt of the orders now on their. members considered to be an insincers on official record, I think it is necessary way to that effect. The Commission may the protection of British interests in the tribute paid to the Governor's administration converted into a Government measure. and this would account for the sudden rush them for fear they would break by knocking and was the origin of Mr Clifford Lloyd's present difficulty. Dr Beauregard proposed an amendment to the address, having for its object the deletion of the obnoxious paragraph. He was seconded by his collesgue, Mr G. de Coriolis, who, during his remarks, said :-

I think, Sir, that we are here to speak in plain talk, and that I may be allowed to follow that course. It is not when all the classes of this community are excited the previous meeting be confirmed. The made to him, which, however, has not been Cross examined—I had 24 all told of a two years. I got it in South Shields. I son for putting his clothes on board the one against the other; it is not when a gencrew-six officers, deck hands 9, and a have been 104 years at sea. The Dafila lighters was that he had no place to put eral confusion prevails among the whole European servant and a Chinese cook. In struck in the Halfan Straits about 8.30 a.m. them, his berth having been broken down. population that we ought to tie our hands Neither Mr. Forbes nor Mr Judell ran any by giving such a judgment on your Excel. Government team of 20. iency's policy as the one that is proposed in This incident, although I was not bound to Hollow. I went in tempted to carry cut a stream anchor and Alexander Robertson said—I was chief reply to the address. It may be that only attention at the time, was nearly forgotten has purchased from Captain Elliott, hawters. The boats let-down for this pur- sugineer on board the Dafila on her last a minority in this Council will side with us until a few days ago, when it became Bombay Lancers, for R30,0 0, the well-Mr Francis—Is it true that your engi- pose drifted westward and I was sent after voyage. The steem cock gave way on the meer told you in Bangkok that there was it in the jully boat with four mant. I took 12th but we were able to repair it. On the lot the reply 1 bnt, Sir, however small may Mr. Clifford Lloyd to explain the attitude I highman. All these horses fulfil their neer told you in Dangkok that chere was it in the Jour Door with the United States not would be our strength in the Council, and that you refused to her in tow and we drifted away together. 13th, about 2 p.m., the main steam pine be our strength in the Legislative Council, and that you refused to her in tow and we drifted away together. 13th, about 2 p.m., the main steam pine be our strength in the Legislative Council. Then we let go the suchor with a buoy, broke on assount I think of the beller sure and we are confident that we are ban't giving him six days in which to make the Calcutta under their new ownership.

to the interests I here represent.

whole island contains. Mr C. Antelmo, the very last meeting of Council that religions, and announces an early summon-

The Acting Attorney General said he plying (on May 18), the Governor gave a was made the Government had confessed.

make them too voluminous; as it is they something like Rs. 10,90,000 at the time vention between the Government of Japan are voluminous enough, and this I can it was said that the revenue and ex- and certain German traders, giving to the guarantee to the hon, members, as Presid- penditure of 1885 had balanced each other. latter the entire monopoly for a period of correctly reported by the shorthand writer, sent rate of expenditure the Government been appointed Colonel on the Staff and The hon, member (Mr de Coriolis) has al- will be able to pay its way for 18 months | Commanding Royal Engineer in Hongkong ready written to Lord Granville potitioning longer by drawing upon its reserves and and the Straits Settlements, entered the against that answer. The explanation I realizing its investments. Afterwards there Army as a lieutenant in Angust, 1855, and gave was simply to forward to the Secretary will be three alternatives before it wiz., obtained his captaincy in August, 1863 of State the shorthand writer's notes; and reduction of expenditure, increased taxa- majority in August, 1873; lieutenant-colthe whole debate is before him. The an- tion, or borrowing money. The situation sucky in July, 1881; and his colonelcy in swer was taken down with great care; it is serious, and our friends in London who July, 1885. Colonel Walker, who retires was full and complete; and when the have large interests in Mauritius should from the post, entered the Army as a

The Lieutenant-Governor and Colonial Hennessy has fallen upon bad times; but April, 1870; lieutenant-colonelcy in April, secretary. - May I ask whether the reports he would have done well if he had left 1872; and his coloneley in December. of the speeches taken down by the short- some of his ph lanthropical projects in 1881. hand writer are made or could be made abeyance, and given his serious attention official documents connected with the for the purpose of helping us to solve the

Hansard's Debates.

speeches are made, in the first place if the documents, may, for the moment, be prereports of them are to be made official do- judicial to the colony; but if it lead to cuments, it is fair that they should be inquiry we shall reap the benefit in the submitted to the hon, members beforehand long run. There is much more to be said, last year by Colonel Stanley, and respto let them see if what is reported is what but the mail leaves in a few hours. The they said. I only ask the question for in- fate of Mr Clifford Lloyd has not been formation; I do not wish to interrupt the | decided, and the trial of Mr H. Cockburn proceedings.

The Governor, -Every hon, member is has been again postponed. aware that there are in the House of Commons what are called the Journals of the House; they correspond with our minutes. August, Mr Baden-Powell asked the Se- Company, London, is 2,500 tons burthen There is also what is called 'Hansard's cretary of State for the Colonies what steps (gross). 314 feet in length, 38 feet in Debates.' Those debates are constantly he proposed to take in consequence of the breadth, and 25 feet in depth. The Chingreferred to in debate, and so are the journals unfortunate state of affairs in the Mauritius. also quoted. I should not like to say that . Mr Stanhope. - My hon, friend may well · Hansard's Debites' is actually an official describe the state of affairs in the Mauridocument; it does not carry the same tius as unfortunate. It has had my very weight as the journal, but still the debate by the shorthand writer carries its own complaint of Sir J. Pope Hennessy against by 48 inch stroke. The Ching-tu is the proper weight which everybody under the Lieutenant-Governor, and of Mr stands. I should not like to take the re- Clifford Lloyd against the Governor, I have sponsibility of saying that we might assume | come to the conclusion that the situation is that our own debates are official documents, one most prejudicial to the interests of good | rate of speed. but we all know the value to be attached to government in the colony. In these cirthem; and there is no doubt, as far as I cumstances I have already addressed a decan see, that they are faithfully taken; and spatch to Sir John Pope Hennessy, stating the public can rely on them as a record. | that the relations between himself and his

an opportunity of seeing the words taken down as out of our mouths before they are actually put on record as quasi-official documonts? They should be placed in the with both of them. I added that the good library of the House and regarded, if not absolutely as official documents, as quasiofficial documents attached to the Connoil. by the immediate separation of the two In any oircumstances, if our speeches are officials ('hear, hear, 'and laughter), and to be recorded we should first have the opportunity of seeing them and of referring once to the Seychelles, to take up the duties

The Governor.—We have appointed a steps, if any, it may be necessary to take in committee to consider matters of this kind | the interests of the people of the Mauritius and the proceedings of the Council; and, I am not yet able to inform my hon, friend, instead of answering this question my- as I wish to reserve any final opinion until self. I would far prefer to invite the we are sure that we have before us all the lays, compromises, vacillation at the Vatimember of that committee to deal with the facts necessary to a just decision. (flear, subject. The committee are considering hear.) the rules and regulations of the Council, and I trust that that committee will deal not the fact that Sir J. Pope Hunnessy was with this question, and be able soon to give | not consulted before the appointment of an answer to it.

your Excellency to say that these reports | disregarded. taken down by the shorthand writer had already been sent to England as an official sure whether Sir. J. Pope Hennessy was record with regard to a reference made to previously consulted or not. the Secretary of State. I wish to know whether that is the case or not !-if that is so. I have not seen the reports of the speeches on the table.

No reply was given to this question. M Clifford Lloyd repeated it twice more; still no reply. The Governor did not answer it although the Lieutenant-Governor was standing at his right hand. Mr Antelmo and Dr Beaugeard (elected members), Mr. Fraser (nominee member), and the Auditor-General supported Mr de Coriolis and the Lieutenant-Governor, and after some further discussion Mr Clifford Lloyd rose and With regard to the report of proceedings

Secretary of State, I have to ask whether we are to see the report? I can only say, Force business. Brigadier-General Macthat I happened to see a report of a speech that I had the honour of delivering here: no doubt, on account perhaps of my having spoken low, or for some other cause, but it was not the fault of the shorth and writer [the italics are minel, the report as a matter of fact entirely misrepresents what I said, and correct it if necessary. Therefore it is that | will actually visit the city of Kabul. Al the proceedings which your Excellency re- their arrival in the locality. ferred to the Secretary of State, that report should be laid on the table to enable us to have an opportunity of seeing it The Governor, -Certainly.

Council divided, when the minority of four, | done. who protested against the record as being LORD WILLIAM BERRSFORD'S BLOWG STUD.

duty to second the amendment of the senior State of speeches purporting to be reports occupation of Bulgaria and to secure the the reply, as it is proposed, compromising writer, when, as Mr Lloyd stated, a THE BULGARIAN NATIONAL ASSEMBLY AND I may here state that these two speakers made him say quite the reverse of what he Softa, Sep. 14.—The National Assembly were the members for Port Louis, and re- actually did say, and it was not the fault of opened yesterday. The Address of the present 1,979 out of the 4,055 electors the the official reporter? It was only at Regency appears to support all parties and the senior member of the old Council now his Excellency was compelled to admit that ling of a great Assembly for the purpose of the elected representative of the weal- he revised the minutes of the proceedings electing a Prince. thiest rural district. which contains of that body before they are fair copied and The Russian Government, replying to three times the number of electors printed, and that he had used his discre- the Address, agrees to recognise the Reof any other country district-followed on lion in substituting the name of one mem- gency, if order is maintained, and to prothe same side. After three or four ber for that of mother as seconder to an mote the union of Roumelin and Bulgaria. speeches by the Government officials the important motion, the name of the actual The Russian Government advices the Council divided, when Dr. Beauregard's secondernot appearing at all. There are, Assembly to delay the election of a Prince amendment was lost by a majority of 20 | however, graver things than that to be until the public be calmed. against four; the minority of four, however, noticed. Writing to the Secretary of State represented 2,894 electors against 1,161 a covering despatch for the Blue-book for voters represented by the other six elected the year 1884, which went so late as Porte has accepted the abdication of Prince members, who voted with the official team. January 23, 1886-at least, that is the date Alexander. There was a stormy meeting on May 4, of the despatch-the Governor refers to but I pass on to the second episode of the certain reductions in taxation which had the congratulations of the Bulgarian Godrains that took place on May 18. A very been effected in 1885. Those reductions, vernment, promised his protection if order few words will give the clue to it. At the he states in paragraph 3, have brought is maintained. John Trueman gave corroborative avid- the minutes of proceedings were drawn up, our expenses, including the cost to the and the unsatisfactory manner in which colony of the Imperial troops stationed Orontia. questions and replies were recorded. In re- here. Now, at the time that statement

In making our minutes we must not excess of expenditure over receipts was volumes are all bound up, accompanying help us, and help themselves, by insisting second lieutenant in August, 1846; obtainthe minutes will be found the debates in upon a searching inquiry. It is admitted that the administration of Sir John Pope captainey in April, 1855; majority in

financial difficulties which beact us on every The Governor.—Precisely the same as side. I am quite aware that what I am now writing, the truthfulness of which Lieutenant-Governor. - When can be tested by reference to public official has for a long time been under considera-Stewart, the Assistant Colonial Secretary, from their yard at Greenock a steel-built

> jesty's Government with grave dissatisfaction, and that the responsibility for this state of affairs rests, not with one only, but government of the colony and the restoration of friendly relations would be promoted directed Mr Clifford Lloyd to proceed of Chief Civil Commissioner. What further

Mr.T. P. O'Connor asked whether it was Mr Clifford Lloyd, and whether the tradi-The Lieutenant-Governor. - I understood | tions of the service had not thereby been

Mr E. Stanhops replied that he was not

NEWS BY THE FRENCH

MAIL. The M. M. Co.'s steamer Djemuah, Capt. Mace, arrived here yesterday evening with the London Mail of the 27th instant. From our Ceylon files brought on by the Djemnah we extract the following telegrams:

MILITARY ACTIVITY AT SIMILA. Simla. Sept. 1.-Colonel Woodthrope's mission have reached Srinngar. There is great activity in military circles here. Daily conferences are being held. and vague abourd rumors are affect as to the cause. The authorities are doubtless disthat your Excellency states you sent to the cussing the new scheme for the redistribution of commands and settling Frontier

> Queen being here for that purpose. THE PUNJAB AND AVGHANISTAN. Lahore. Sept. 2 .- There is reason to believe that the rumored military preparations in Afghanistan have reference to an intended expedition against Kafiristan.

THE AFGHAN BOUNDARY COMMISSION. Simla, Sept. 2.—The Afghan Boundary that we should have an opportunity of be expected back in India about the end of China Sens. seeing it beforehand and of being able to October. It is doubtful if the Commission I ask that the shorthand writer's report of depends on the attitude of the Amir upon appeared in The Times on July 17, that the THE RUMORED BAILWAY TO KANDAHAR

Simla, Sept. 3.- There is no truth in the report which appears to have got abroad that the Ameer has sanctioned the con-All this discussion, and a great deal struction of a railway to Kandahar. There more, took place on the question being put is not the slightest chance of the Ameer that the minutes of the proceedings at the taking such a step even if the proposal was

inaccurate, were overwhelmed by the Lahore Sept 6 - Lord William Bores. ford has just succeeded in forming the This incident, although it attracted much strongest stable on the Indian turf. London, Sept. 13. Gen. Sir Redvers prevent the invasion.

BULGARIAN AFFAIRS. Sofia, Sept. 12.—The National Assembly

TURKEY, BULGARIA AND THE CZAR. Constantinople, Sept. 14 .- The Sublima Sofia, Sept. 14.—The Czar, replying to

CHOLERA IN AUSTRO-HUNGABY. Vienna, Sept. 14. - Cholera has broken

out in Buda Posth, and is spreading in

(L. & C. Express, Aug. 27.) A question is to be addressed to the representatives of the Foreign-office in the House of Commons as to an alleged con-

Colonel A. T. Storer, R.E., who has ed his first lieutenancy in February, 1847:

It is understood that the Government have finally decided, in view of the Pacific Railway, to subsidise a line of first-class British mail steamers between Vancouver and Japan and Hong Kong. The matter tion, and in arriving at a decision upon it the Government have had the assistance of a strong committee, originally appointed pointed by Lord Granville on his becoming Colonial Secretary.

Messrs. Scott and Co. have launched screw-steamer named the Ching-tu. The new vessel, which has been constructed to In the House of Commons on the 26th the order of the China Steam Navigation tes will trade between Australian and China ports. She will be supplied by the builders with powerful engines on the triple expansion principle, the cylinders being 25 careful attention, and, having read the inches, 40 inches, and 62 inches diameter second of four building for the augmentation of this branch of the company's service, and is expected to attain a high

Latest Mail Advices, -Yokohama, July 22 : Shanghai, July 17 : Foochow, July 17; Hougkong, July 22, The P. and O. mail, ex steamer Robilla, from Shanghai, July 10 The Lieutenant-Governor.-May we have principal officer are regarded by Her Ma- was received, vid Brindisi, on the 21st inst. three days in advance of its due date. The French mail, vid Marseilles, ex Messageries Maritimes steamer Saghalien, with the advices from China and the Straits Settlements, dated as above, was delivered in London on the 26th inst. four days in advance of its due date. The Japan advices were received this day, vid San Francisco. The next inward mail, ax aleamer outat, from Shanghal, July 24, is due in London

on the 7th proz. The discrepancy in the telegrams published lately with regard to the Vatican and China is striking, and somewhat amusing, From the French side we hear of decan; from Rome we are told that the Pope has never wavered in his intention to send a representative to China in accordance with the arrangement made with the Chinese Government. The fast, we believe. is as The Times correspondent at Rome telegraphs, that the matter is conclusively decided, and is now beyond reach of any change. Independent relations Le. independent of French or of any other Power, in the keystone of the position which the

new Apostolic Delegate will hold.

The Berlin correspondent of the Standard writes !-. The Marquis Tsong, in private conversation, has declared that the affairs of Tong-King and Annam are finally settled, as also the Chinese Agreement with the Vatican about a direct. Papal representative at Peking. This, according to his Excellency will not endanger France's prestige in China. but will be advantageous to the Catholics and their missions, and will greatly strongthen friendly relations between China and the Ouria. He further expressed his admiration for Pince Bismark, hoping that his (l'seng's) presence at Kissingen and Berlin had greatly strengthened the relations of the Empires. China would not suffer the smallest infringement of her interests, and would, therefore, try to get. as soon as possible, a navy after the Eurpean pattern adequate to her greatness and requirements.

In the House of Commons on August the 20th .- Mr Seager Hunt asked the Under-Secretary for Foreign Affairs whether it was a fact, as reported, that the Russian

Sir J. Fergusson: The report referred to is probably a telegram from Peking. which Russian fleet was threatening fort Lazareff. Her Majesty's Government have received no confirmation of that report, and Her Majesty's Ambassador at St. Petersburg was informed by M. de Giers on July 25 that there was no foundation for the state-

New York, Aug. 14.—The incoming of Chinamen into this country by way of Mexico has at last excited the attention of the Government. The Custom-houses on the border are wide apart, and the boundaries cannot be closely watched. He The authorities of Texas have represented that to fine and imprison the contraband Chinamen caught is only to retain them here, and that the best course would be to send them back. A convention is likely to

Mails.

NORDDEUTSCHER LLOYD.

NOTICE. STEAM FOR SINGAPORE, COLOMBO, ADEN,

SUEZ. PORT SAID, TRIESTE, BRINDISI. ANTWERP, BREMEN & HAMBURG. PORTS IN THE LEVANTE, BLACK SEA & BALTIC PORTS;

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N FRIDAY, the 1st day of October, England, France, and Germany by 1886, at Noon, the Company's Steam- trans-Atlantic lines of Steamers. ship NECKAR, Captain BAUR, with CARGO will leave this port as above. until 4 p.m., Specie and Parcels until 3 within one year, an allowance of 10 % will are not to be sent on board; they must be turn Passage Orders, available for one year, left at the Agency's Office). Contents and | will be issued at a Discount of 25 % from Roturn Fare. These allowances do not apply Value of Packages are required.

The Company is prepared to GRANT POLICIES OF INSURANCE OR TREASURE and | Europe. CARGO shipped by their own Steamers. For further Particulars, apply to

MELCHERS & Co., A genels.

Hongkong, September 4, 1886.



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BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA.

N.B .- Cargo can be taken on through Bills of Luding for BATAVIA, PERSIAN GULF PORTS. MARSEILLES, TRIESTE, HAMBURG, NEW YORK AND BOSTON.

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Parcels and Specie (Gold) at the Office until 10 a.m. on the day of sailing. For further Particulars regarding FREIGHT and PASSAGE, apply to the PENINSULAR & ORIENTAL STEAM NAVIOA-TION COMPANY'S Office, Hongkong. The Contents and Value of Fackages are

required to be declared prior to shipment. note the terms and conditions of the Company's Black Bills of Lading. Passengers desirous of insuring their baggage can do so on application at the Com-

pany's Office. Cargo for MARSEILLES.

> E. L. WOODIN, Acting Superintendent.

Hougkong, September 27, 1886. 1856 Occidental & Oriental Steam-Ship Company.

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Yokohama, on SATURDAY, 2nd October, at 3 p.m. Connection being made at Yokohama. with Steamers from Shanghai and Japan

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RETURN PASSAGES.-Passengers. who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within six months, will be allowed a discount of 20 % from Return Fare; if re-embarking within one year, an allowance of 10 % will be made from Return Fare. Pre-Paid Return Passage Orders, available for one year, will be issued at a Discount of 25 % from Return Fare. These allowances do not apply

Consular Invoices to accompany Cargo destined to ports beyond San Francisco, should be sent to the Company's Offices. addressed to the Collector of Customs, San Francisco.

to through fares from China and Japan to

For further information as to Freight or Passage, apply to the Agency of the Company, No. 50A, Queen's Road Central. O. D. HARMAN,

Hongkong, September 14, 1886.

SUMMER TIME TABLE. THE KOWLOON FERRY.

STEAM-LAUNCH MORNING STAR Runs Daily as a Ferry Boat between Nagasaki. 30.11 - N 1 -Peddar's Wharf and Teim-Tsa-Tsui at the following hours:-This Time Table will take effect from the 15TH APRIL, 1886.

SUNDAYS.

Leaves K'loon. Leaves H.K. Leaves K'loon. Leaves H.K. 7.00 A.M. 6.00 A.M. 7.00 A.M. 10.30 ,, NOON. 12.30 P.M. 12.30 P.M. 1.00 P.M.

* There will be no Launch on Monday and Friday, on account of coaling. The above Time Table will be strictly haii, I lightning, o overcast, p passing showers, adhered to, except under unavoidable circumstances. In case of stress of weather, w dew (wet). due notice will be given of any stoppages.

Mails.

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RETURN PASSAGES. - Passengers, MAILS, PASSENGERS, SPECIE, and have paid full fare, re-embarking at San Francisco for China or Japan (or sice versa) Shipping Orders will be granted till within six months, will be allowed a discount Noon, Cargo will be received on board of 20 % from Return Fare; if re-embarking p.m. on the 30th September, 1886. (Parcels | be made from Return Fare. Pre-Paid Re-

> to through force from China and Japan to Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until | change of views and discussion of various 5 p.m., same day; all Parcel Packages topics. should be marked to address in full; value

of same is required. Consular Invoices to accompany Cargo destined to ports beyond San Francisco should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco. For further information as to Passage

and Freight, apply to the Agency of the Company, No. 50a, Queen's Road Central. C. D. HARMAN,

Hongkong, September 23, 1886.

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CHINA COAST METEUROLOGICAL REGISTER.

SEPTEMBER 28.-AT 4 P.M.

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Station.	Barometerre to sea level and 32 % Fh	Temperature	Hamidity	Direction.	Fores.	Weather	Rain during
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| Shanghai. | 30.10 | 70 | 75 | NE | 2 | b Wl'ostock. 29.98 50 87 - 2 0 -The barometer is nearly steady and gra-

dients continue moderate for N.E. winds. The temperature and humidity are moderate and the weather is fine. W. DOBERCE,

Government Astronomer. Hongkong Observatory, September 29.

1. Banousten, reduced to \$2 degrees Fahren. displayed during the lifetime of its prede-beit, and to the level of the sea in inches, tenths comor in the field, and that the China Review 2. TEXPERATURE, in the shade in degrees, its continuance. 8. Humperry, in percentage of saturation, the humidity of air saturated with moisture being

4. DIRECTION OF WIND, to two points. 5. Fonce or Wind, according to Beaufort

6. STATE OF WEATHER. b blue sky, c detached clouds, d driveling, rain, flog, g gloomy,

7. Rare, in inches, tenths and hundredths,

THE CHINA REVIEW. PUBLISHED BI-MONTHLY,

THIS Review, which was intended to meet I the wants of many students of Chinese caused by the discontinuance of ' Notes and Queries on China and Japan, 'Ina reached its Fourtoonth Volume. The Review discusses those topics, which are uppermost in the minds of students of the 'Far East' and about which every intelligent person connected with China or Japan is desirous of acquiring trustworthy information. It includes many interesting Notes and original Papers on the Arts, Sciences, Ethnology, Folklore, Geography, History, Literature, Mythology, Natural History, Antiquities, and Social Manners and Customs, etc., etc.,

of China, Japan, Mongolia, Tibet, and the Far East generally. Recently a new departure has been taken, and the Review now gives papers on Trade, Commerce, and Descriptive notes of Travel by well-known writers. It was thought that by extending the scope of the Review in this direction, the Magazine would be mademore generally

The Review department receives special attention, and endeavours are made to present a careful and concise record of Literature on China etc., and to give critiques embodying sketches of the Most recent works on such topics. Authors and Publishers are requested to forward works to 'Editor, China Review, care of China

The Notes and Queries are still continued and form an important means of obtaining from and diffusing among students know-

ledge on obscure points. The Correspondents' column also affords farther and greater facilities for the inter-

Original contributions in Chinese, Latin, or any of the Modern Languages are received. The papers are contributed by the members of the various Consular, the Imperial Customs, and Hongkong Services, and also by the Missionary bodies amongst whom a high degree of Chinese scholarship is assiduously cultivated. Amongst the regular contributors are Drs. Chalmers. Eitel, Bretschneider, and Hirth, Professor Legge, and Messra Balfour, Watters, Stent, Phillips, MacIntyre, Groot, Jamieson, Faber, Kopsch. Parker, Playfair, Giles, Piton, and Taylor, -all well-known names, ndicative of sound scholarship and thorough mastery of their subject.

The Subscription is fixed at \$6.50 per amum, postage included - payable in ad-Orders for binding volumes will be promptly attended to; Address, 'Manager, China Mail-Office.

OFINIONS OF THE PRESS.

'All our learned societies should sub scribe to this scholarly and enterprising Review.'-Northern Christian Advocate (U.S.) 'The China Review * * * * has an excellent table of contents.'-Celestial Empire. "The Publication always contains subjects

of interest to rojourners in the Far East and the present issue will hold favourable if not advantageous comparison, with preceding numbers.'-Cdestinl Empire. 'This number contains several articles

of interest and value.'-North-China Herald. "The China Review for September-October guage, constructed on the basis of Kanghi's fully maintains the high standard of Imperial Dictionary, contains all Chinese excellence which characterises that publicharacters in practical use, and while alpha- ution, and altogether forms a very petically arranged according to the sounds interesting and readable number. Moof the oldest dialect of China, the Can- teorologists will find an interesting and ciation of all characters explained in the on "the Amount of Precipitation (Rain book, so that its usefulness is by no means | and Snow) of Peking," showing the results confined to the Cantonese Dialect, but the of observations made at the Imperial Ruswork is a practically complete Thesaurus of | sian Observatory at Peking, from 1841 to the whole Written Language of China, an- 1880. "Notes on the Dutch Occupation N.B.—This Steamer takes Passengers and cient and modern, as used all over the of Formosa," by Mr. Geo. Phillips, contains Empire, whilst its introductory chapters some interesting information, although serve the purposes of a philological guide much of it is second-hand. The Notices of New Books include a most generous and A Supplement, arranged for being bound | appreciative review of "The Divine Classic and used by itself, and containing a List of Nan-Hua," and the Notes and Queries of the Radicals, an Index, and a List of are as usual very interesting.'-North-China

'A substantial and reliable Review which

all students of China and the Chinese would do well to patronise.'-Chrysanthemum. 'The November-December number of the China Lieview contains less variety than usual, but the few articles are very interesting. The opening paper by Mr Herbert A. Giles on "The New Testament in Chinese " treats of a question that must necessarily be of great importance in the eyes of all missionaries. . . Mr E. H. Parker's "Short Journeys in Szechuen? are continued, and a goodly instalment of these travels in the interior of China is given. Mr F. H. Balfour contributes a paper of some length entitled "The Emperor Cheng, founder of the Chinese Empire," which will be read with genume interest by students of Chinese history. A few short notices of New Books and s number of Notes and Queries, one of which "On Chinese Oaths in Western Borned and Java" might appropriately have been placed under a separate heading, complete

the number.'-H.K. Daily Press.

Trubner's Oriental Record contains the following notice of the China Review :--The present publication, judging by the number now before us, is intended to occupy a position, as regards China and the neighbouring countries, some what similar to that which has been filled in India by the Calcutta Review. The great degree of attention that has been bestowed of late years upon the investigation of Chinese literature. antiquities, and social developments, to say nothing of linguistic studies, has led to the accumulation of important stores of information, rendering some such channel of publicity as is now provided extremely desirable; and contributions of much interest may fairly be looked or from the members of the oreign consular services, the Chinese Customs' corps, and the missionary body. among whom a high degree of Chinese scholarship is now assiduously cultivated, and who are severally represented in the first number of the Review by papers highly creditable to their respective authors . . . Some translations from Chinese novels and plays are marked by both accuracy and freshness of style; and an account of the careor of the Chinese post-statesman of the eleventh century, Su Tung-p'o, by Mr. E. O. Bowra, is not only historically valuable, but is also distinguished by its literary grace. Beside notices of new books relating to China and the East, which will be a useful feature of the Review, if carried out with punctuality

Copies may be had at the China Mail Office; and at Means, LANE, CRAWFORD & Co. - Price, 75 centr.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day,

To facilitate finding the position of any vessel in the Harbour, the Abcherage is divided into eleven fections, commencing at Green Island. Vessels near the Hongkong shore are marked h., near the Kowloong shore k., and those in the body of the Shipping or midway between each shore are marked t., in conjunction with the figures denoting the sections.

1. From Green Island to the Gas Works.

2. From Gas Works to Jardine's Wharf 3. From Jardine's Wharf to the Harbour Master's Office. 4. From Harbour Master's to the P. and O. Co.'s Office. 5. From P. and O. Co.'s Office to Peddar's Wharf. 6. From Peddar's Wharf to the Naval Yard.

7. From Naval Yard to Blue Buildings 8. From Blue Buildings to East Point.

9. From Kellett's Island to North Point.

10. Kowloon Wharves. 11. Jardine's Wharf.

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Her Britannic Majesty's Ships on the China Station.

Name,	Rig.	Tons.	Guns.	I.H.P.	Captain.	Where at.
udacious*	double-screw iron frigate	6010	10	4330	Capt. Robert Hastings Harris	Port Hamilton
hampion	corvette	2380	14	2340	Captain A. T. Powlett	Port Hamilton
leopatra	corvette	2380	14	2610	Captain L. C. Keppel	Port Hamilton
ockchafer	gunboat	465	4	470	Lieut. Com. H. H. Boteler	Nagasaki
onstance	corvette	2380	14	2590	Capt. Seymour Dacres	Port Hamilton
	1	940	4	920	Commander Davis	Singapore
aring sk	Bloop	360	3	340		In reserve
	gunboat	465	4	470	Lieut, Com. H. R. Adams	Hongkong
spoir	gunboat	455	A .	460	LieutCom, D. L. Dickson	Port Hamilton
rebrand	gunboat	1420	8	1470	Captain Chas. J. Balfour	Hongkong
eroine	corvetto	_		5000	Captain M. J. Dunlop	Vladivostock
ennder	Cruiser .	3750	10		Commander W. Marrack	On a cruise
innet	gun-vessei	756	5	- 1050	LieutCom. W. M. Maturin	Corea
erlin	gunboat	430	4	430	Lient, Com, W. III, Maturin	Foochow
Lidge .	gun-vessel	603	4	470	Commander H. J. Robilliard	
ambler	Bloop	830	3	690	Commander W. U. Moore	Surveying
apphire	corvette ·	1970	12	2360	Captain R. G. Kinahan	Port Hamilton
atellite	cruiser	1420	8	1400	Captain Arthur H. Alington	Singapore
olent	torpedo mining launch	150		-		Hongkong
wift	gun-vessel	756	5	1010	Commander A. U. B. Bromley	Port Hamilton
weed	gunboat	360	3	340		In reserve
ictor Emanuel	receiving ship	5157	14	-	Commodore Morant	Hongkong
igilant	paddle despatch-vessel	1000	2	1230		For sale
anderer	gunboat	925	4	750	Captain Orford Churchill	Port Hamilton
ivern	turret-ahip	2750	4	1450	The same of the sa	Hongkong
ephyr	gunboat	438	A.	530	LientCom. Chas. K. Hope	Singapore

* Flagship of Vice-Admiral Vessy Hamilton, Commander-in-Chief. For H. B. M. Ships' tonnage, displacements and effective horse powers are given according to H. M. Navy list.

Foreign Men-of-war on the China and Japan Station.

	of the oreign consular services, the Chinese Customs' corps, and the missionary body,	Name.	Flag and Rig.	Tons.	Guns.	H.P.	Captain,	Where at.
١.	among whom a high degree of Chinese	214,000			-			to the fragient of the state.
·	scholarship is now assiduously cultivated,		1. 1	560	2	580		
	and who are severally represented in the first	Albatross	Austrian gunboat	470	× 4	450	Commander Rupe	Chefoo
1	number of the Review by papers highly	Aspio	French gunboat	2810	16	2500	Captain Kuhm	Shanghai
-	creditable to their respective authors	Bismarck	German cruiser	2130	10	2100	Captain Aschmann	Shanghai
- 1	Some translations from Chinese novels and	Carola	German corvetto		4	745	Captain Le Gorrec	Amoy
- 1	plays are marked by both accuracy and fresh-	Charsour	French cruiser	920	2.4	450	Lieut, Commander Noirot	Haiphong
- 1	ness of style; and an account of the career of	Comète	French gunboat	475	70		Captain de Montesquen	Yokohams
	the Chinese post-statesman of the eleventh	Decres	French cruiser	1680	10	1480		Hongkong
10	century, Su Tung-p'o, by Mr. E. O. Bowra,	General Lezo	Spanish gunboat	520	3	600	Captain F. Bastarreche Lieut Commander Fouet	Haiphong
	is not only historically valuable, but is also	Jaguar	French gunboat	445	2	270	Commender & Commender & Commender	Hongkong
,	distinguished by its literary grace. Beside	Laclocheterie	French cruiser	1910	10	1920	Commander St. Maurice	Haiphong
Ē.,	notices of new books relating to China and	Lutin	French gunboat	485	100	425	Captain Duval	
1-	the East, which will be a useful feature of	Manila	Spanish transport	1000		1000	Luis Bayoy Hernandes Pinron	Hongkong
	the Review, if carried out with punctuality	Marion	U. S. corvette	1900	7	1170	Commander Merrill Miller	Corea
T-	and detail, we are glad to notice that	Marques del Duero	Spanish gunboat	459	3	550	Captain Jose Cano Manuel	Hongkong
-	'Notes' and 'Queries' are destined to	Monocscy	- U. S. sloop	1370	0	1470	Commander H. Glass	Maoao
	find a place in its pages also. It is to be	Mordi	Russian gunboat	465	7	60	Commander Moltaoff	Corea
	hoped that this opening for contributions	Nautilus	German gun-vessel	755	4	600	Commander Rötger	Shanghai
7.	on Chinese subjects may evoke a similar	Nautilus	Austrian gun-vessel	560	2	420	Geptain Charles Spetzler	Nagasaki
	degree of literary real to that which was	Olga	German cruiser	2100			Captain Bendemann	Chefoo
Ties.	displayed during the lifetime of its prede-	Omaha.	U. S. corvette	R400	12	1150	Capt. Thos. O. Selfridge	Port Hamilton
	cossor in the field, and that the China Review	Ossipee	U. S. corvette	1900	7	1300	Commander J. J. McGlinsey	Yokohama
	begger in the next, and that the County Invited	Palos	U. S. gunboat	420	6	600	Lieut. Com. Thomas Nelson	Canton
	may receive the support necessary to insure	Pluvier	French gunboat	540		420	LieutCommander Poidious	Haiphong
-	its continuance.	Primauguet	French cruiser	1 2200	15	2270	Captain M. Buge	Hakodate
10		Rio Lima	Portuguese gunboat	610	5	500	LieutCom. Raphaeld Andrade	
18	NOW READY.	Sagittaire	French gun-vessel	-	1 1 m	3. 33	Captain Kraute	Canton
		Sivotch	Russian cruiser	900	10	1000	Commander Suctifief	Hankow
	THE COMMERCIAL LAW AFFECT.	Bobol	Russian gunboat	405	7	60	Commander Boyle	Јарад
11	ING CHINESE; with special refer-		Portuguese gunbost	610	5	500	Captain Avila	Macao
	ence to PARTNERSHIP REGISTRATION AND	Tamega	French frigate	5880	12	4250	Captain Dupuis	Yokohama
8-	BARKSUPTOT LAWS IN HONGRONS.	Turenne	French gunboat	480	4	425	Lieut Commander Lapeyrere	Kobe
y.		Vipere	Russian ironelad	5756	16	7000	Captain Gildebrandt	Vladivostock
0,	Copies may be had at the China Mail	Vladimir Monomach Voutock	Romian gunboat		4		Commander Molchonaky	Vladivostock
1	Office; and at Means, Laws, Chawrond &	or a remarkable to the control of th						

SHIPPING IN CHINA, JAPAN AND PHILIPPINES

WATERS. WHAMPOA. Flag & Rig. Brit. str. Canton Brit. str. Gilsland

AMOY. In port on September 25, 1886. MERCHANT STEAMERS. Fidelio German Hongkong MERCHANT SAILING VESSELS. Ger. bg. Ger. Claro Babuyan Brit, boe. Ger.

Norw. bqe. Emilie Ger. Guaymas. Brit Hei-Cheong Brit. John Potts Siam. sch Kong Lee Kristina Nilsson Ger. L'Avveniro . Br. 3m. so. Ger. sch. Brit. bge.

FOOCHOW. In port on September 25, 1886. MERCHANT STRAMBRS British Glengarry British Nanzing British

> MERCHANT SAILING VESSELS Brit. bge. SHANGHAI. In port on September 25, 1886.

British

MERCHANT STRAMERS. French Anadyr British Ancona British Breconshire Chinese Chi Yuen British Fuh-wo Fushun Chinese Chinese Fungshun Galley of Lorne British British Gilsland Haeshin Chinese

New York, &c. British London Hector Ingeborg British British Kent British Killarney Chineso Kinng-foo Chinese Kiang-teen Kiang-Kwan Chinese British Lee Sang British Marcia

Hankow, &c. Hongkong Chinese Meefoo German Necker British Nestor Ningpo Ngankin British British Ningchow British Prinz Leopold German Store Nordiske Danish British Swatow . British Taiwo Hankow, &c.

W. C. de Vries British Wenchow British British Wha-on Marseilles Yangtao French Chinese MERCHANT SAILING VESSELS. Adam W. Spies Amer. bge. Brit. Albania Nor. bge. Norw. sh. Ariel Birtie Biglow Brit.

Charley Brit. Ohi. bae. Laid up Ohingtah Colombo Chi. Ger. Columbus Brit. Cutty Sark Daniel I. Tenney Amer. Siam. Doretta E. T. Crowell Amer. bge. Hammonia Ger. Brit. Hikaku Maru Japan. bg. John C. Potter Amer. ah. Siam. sch. Naupaotus Norw. bge. Rembrandt Amer. sh.

Rufus E. Wood

Sea Swallow

Brit. Brit. Solidor Sulitelma Amer. sh. Sunrise. Brit, bge. Von Moltke Walter SiegfriedBrit. bqe. NAGASAKI. In port on September 18, 1886.

Amer. sh.

Brit.

YOKOHAMA. In port on September 18, 1886. Brit. ech. Archimede Brit. bge. Brit. Beatrice Brit. Favonius F. Grampp Ger. Amer. St. Nicholas Amor. Theo. Ruger Ger. Utrecht Dut. Brit. Ventura Brit. Wilwood

Kozaki Maru Japan, bqe.

KOBE. In port on September 13, 1886. Brit. bge. Lalla Mabel Taylor Brit. sh. Queen Emma Brit. bge! Snow & BurgessAmer. ah. TametomoMaru Japan. bqe.

HIOGO. In port on September 21, 1896. Lalla Brit, bqe. Mabel Taylor Brit, sh. Queen Emma Brit. bge. Snow & Burgress Am. sh. CEBU. Furness Abbey Amer. bue MANILA. In port on September 15, 1886. Amer, bge. Amer. ab Invincible John Macleod Amer, sh. J. M. Clerk Brit. bge. Brit. - sh. Lord Lytton M. L. Cushing Amer. sh. Amer. Panay Brit. bge, Tarapaca

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Santa Filomena Span. sch.

T. Tarabochia Amer. bue.

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